

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

A YEAR'S RECORD IN COTTON MANUFACTURING.

[New York Commercial and Financial Chronicle.]

A stage in the cotton-spinning industry of the United States has been reached which—if it be assumed that the demand for goods is to remain as at present, that is, without material increase—makes necessary the admission that the Southern spinner is for the time being in possession of the field. We are not to be understood as asserting that the South is producing cotton goods in sufficient supply to meet the demand the North now satisfies, or that it is in control of every department of the trade. Those statements, all know, are not by any means facts. The consumption of cotton in the North, even during the last season, was 51 per cent. larger than the consumption in the South. But there are certain classes of goods, the coarser and medium makes, which the South can manufacture cheaper than the North, and those classes compete with the product of so large a portion of the spindles in the North that the general market the past year has in good part taken its tone from that situation. In other words, our Northern markets have during 1897-98 been oversupplied, and as a result stocks of goods have continued burdensome and values as a rule unremunerative. At the same time, with this as the position of affairs here, the mills in the South have enjoyed a fairly profitable twelve months, some of the larger mills running night and day.

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Baltimore, September 16, 1898.

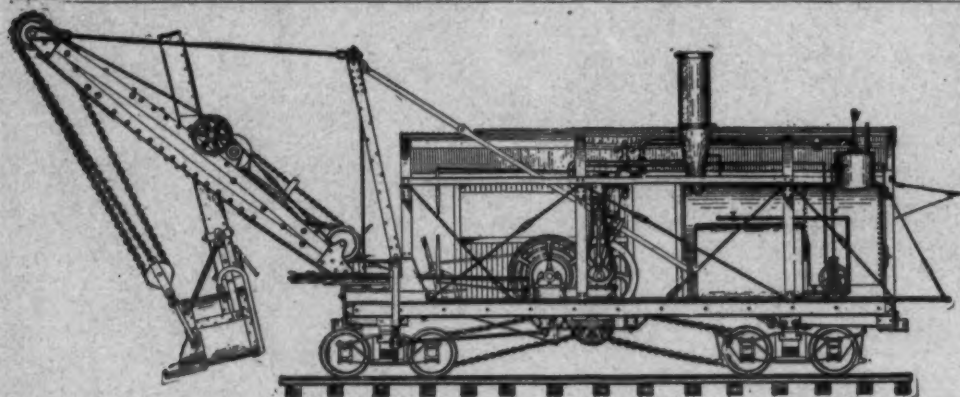
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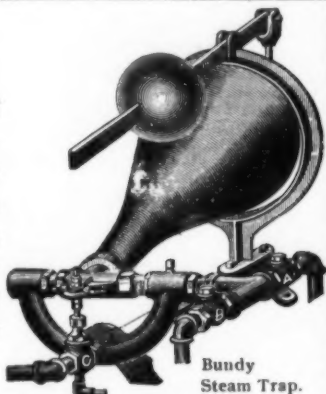
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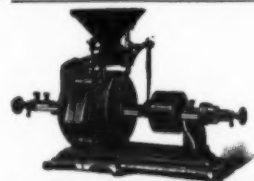
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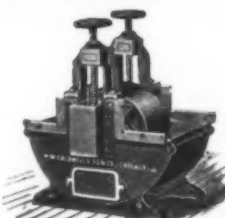


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Cameron & Barkley Co., Charleston, S. C.
Valk & Murdoch Iron Wks., Charleston, S. C.
Walker & Elliott, Wilmington, Del.

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Powhatan Clay Mfg. Co., Richmond, Va.
Scoto Star Fire Brick Works, Portsmouth, O.

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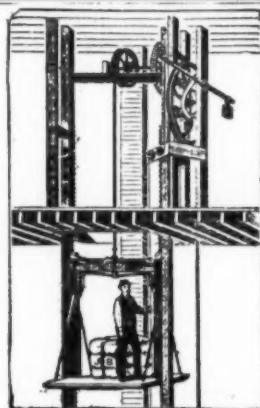
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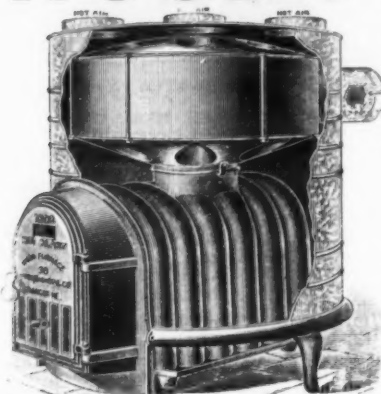
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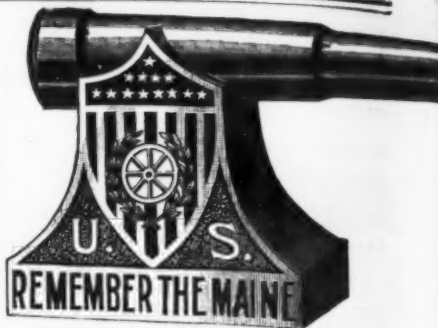
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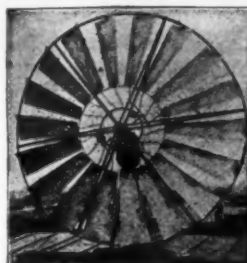
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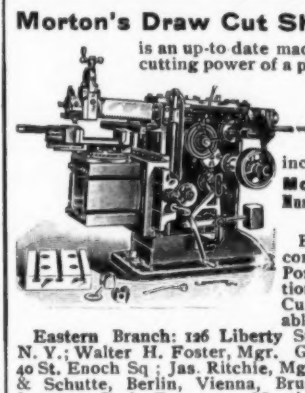
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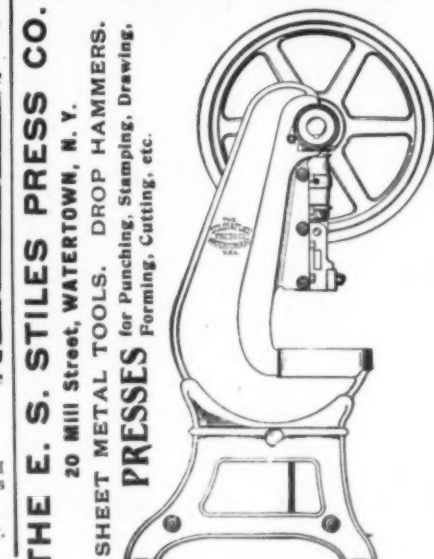
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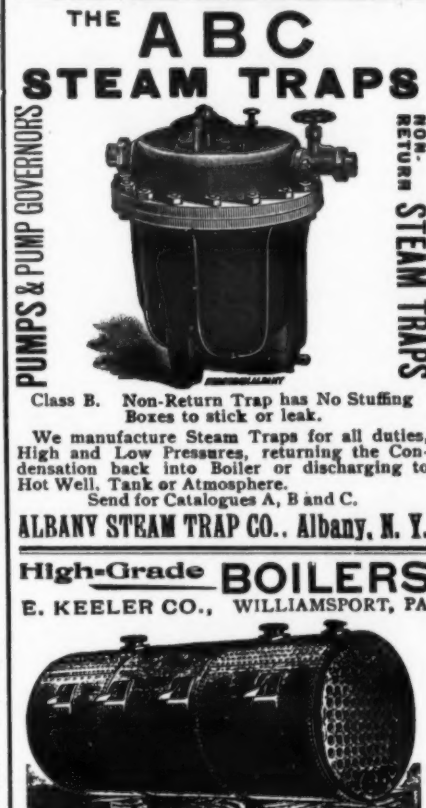
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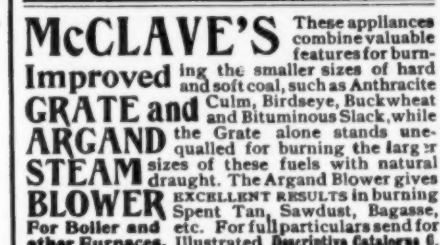
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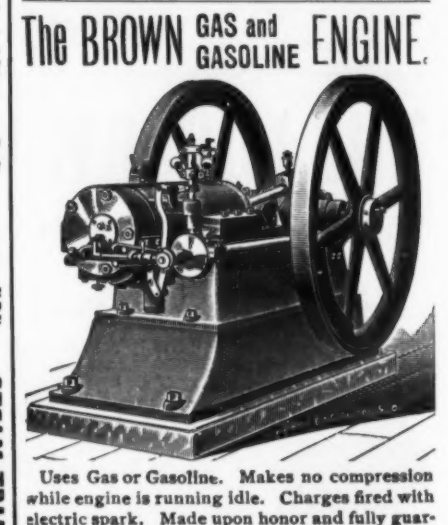


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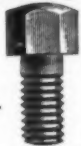
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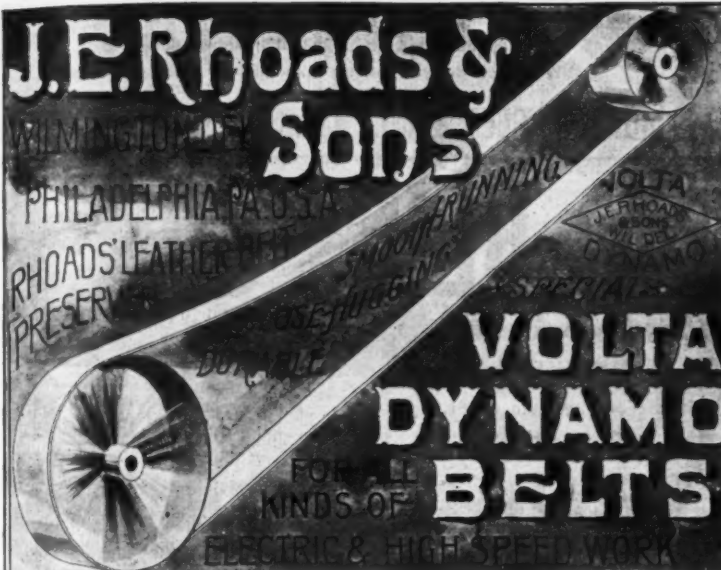
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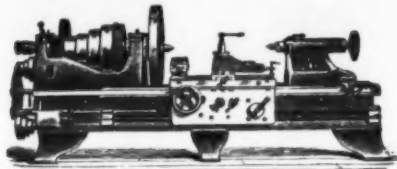
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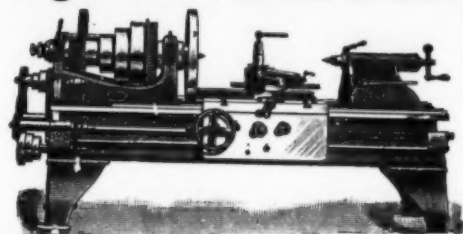
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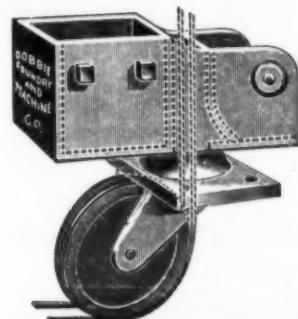
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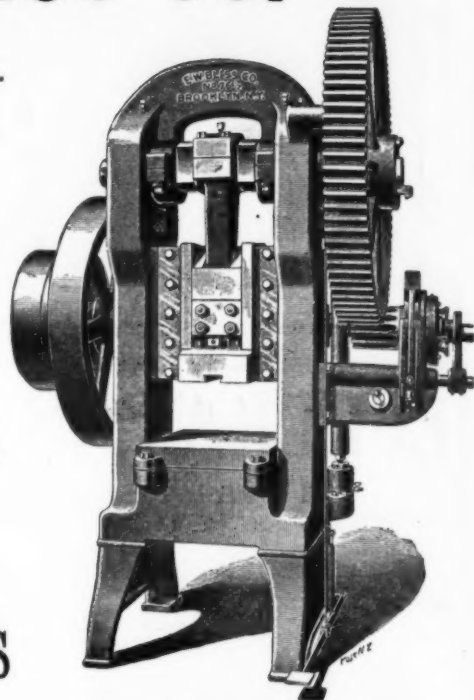
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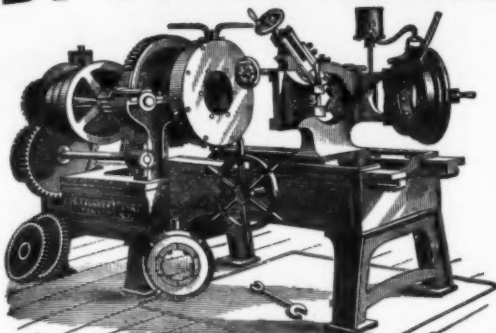
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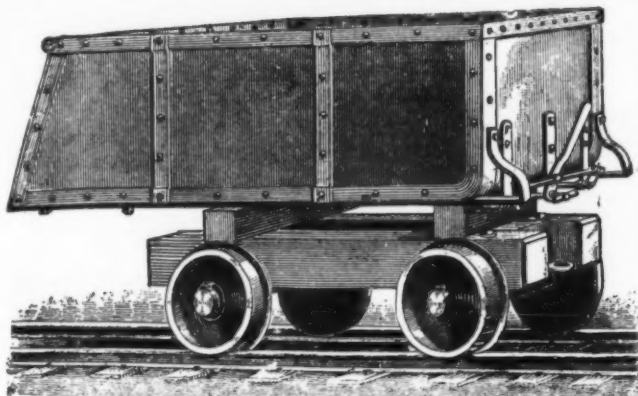
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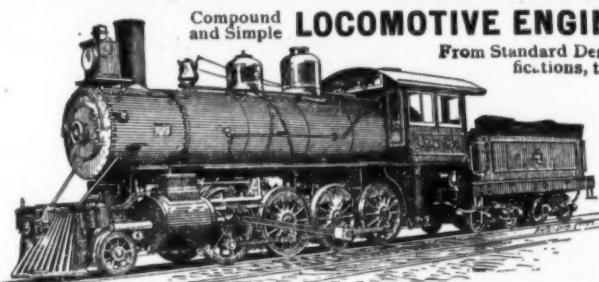
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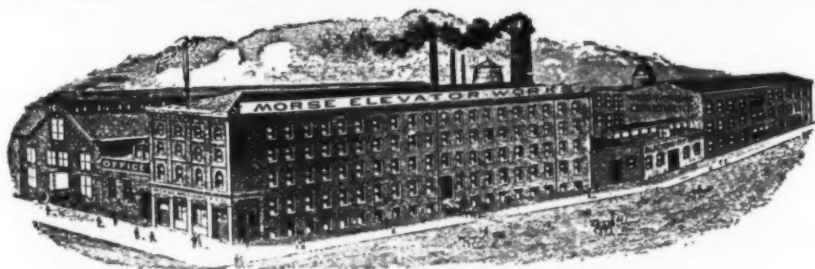
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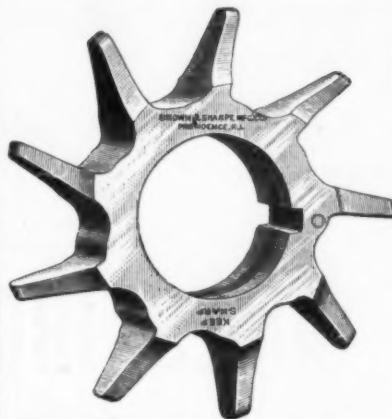
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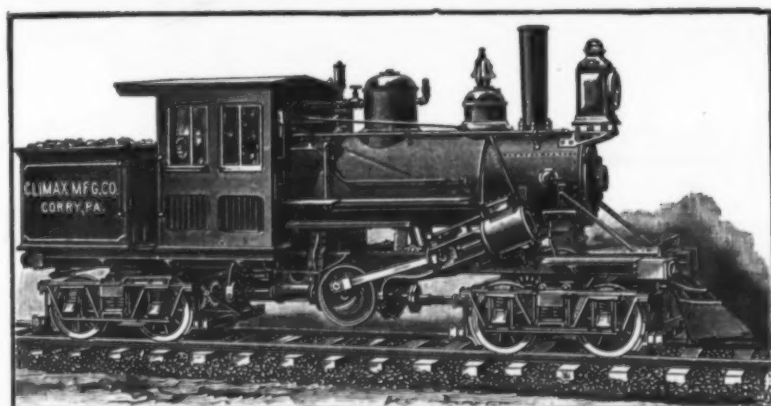
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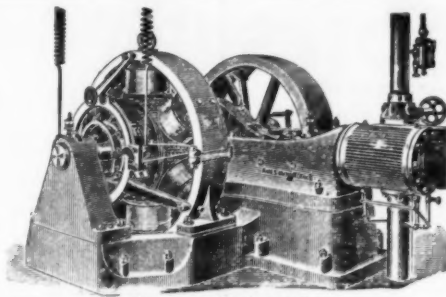
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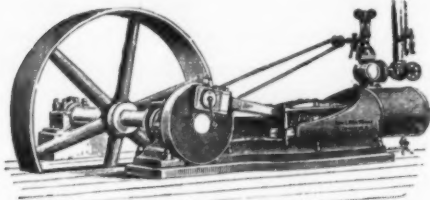
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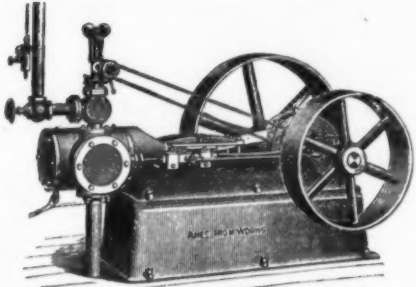
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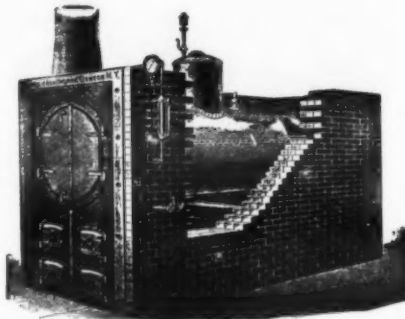
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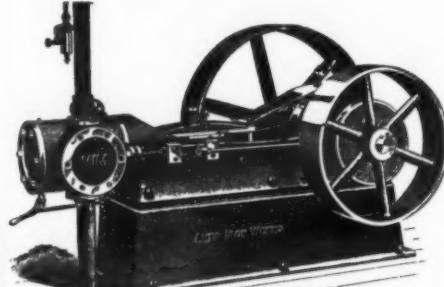
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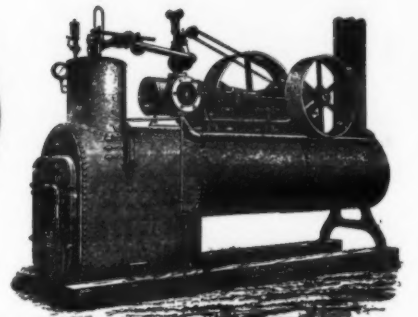
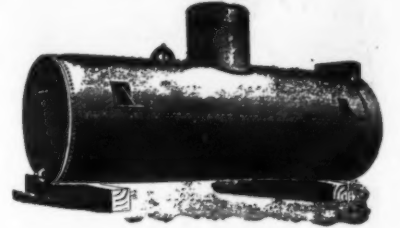
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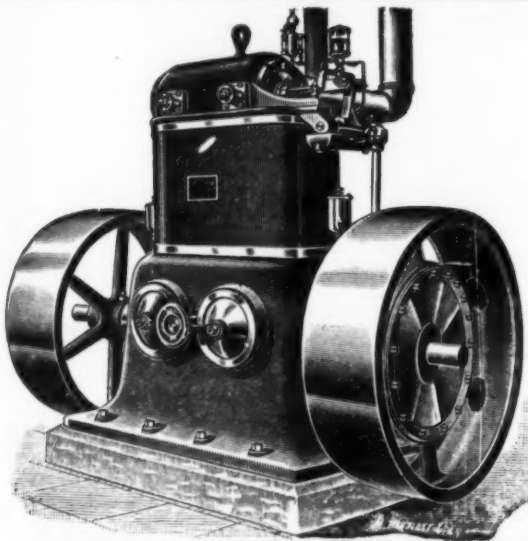
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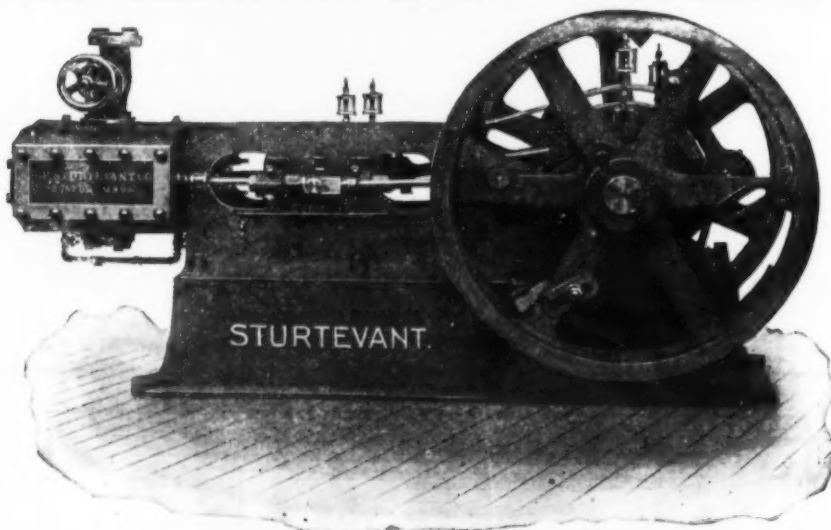
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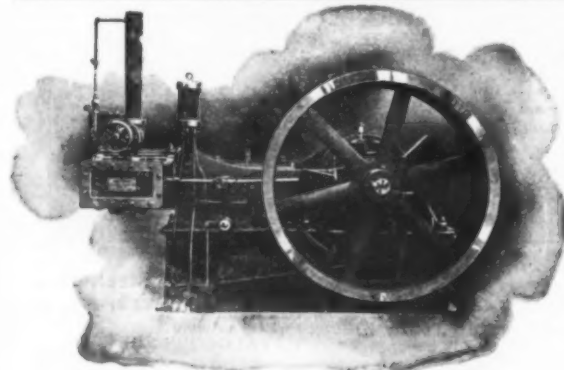
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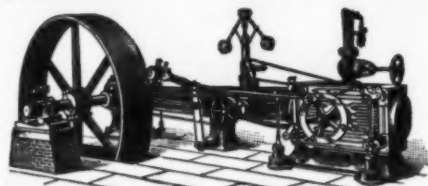
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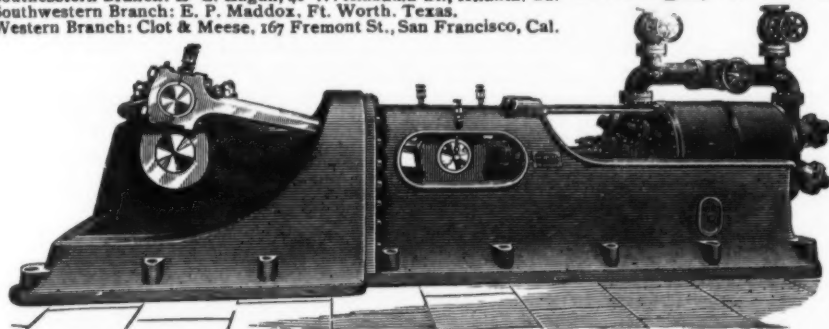
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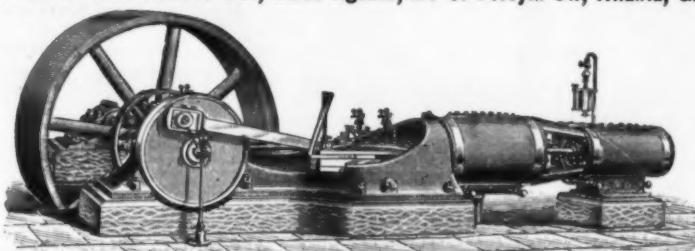
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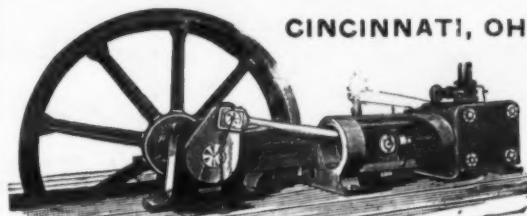
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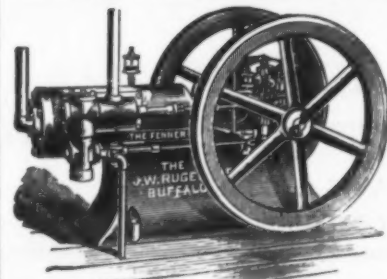
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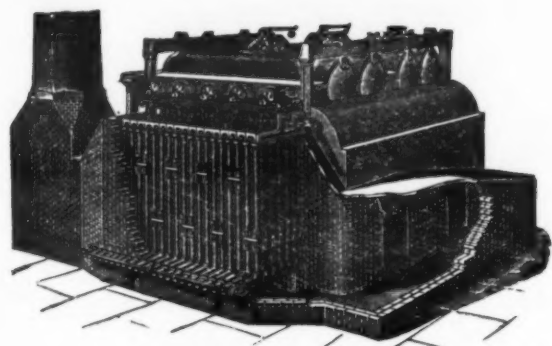
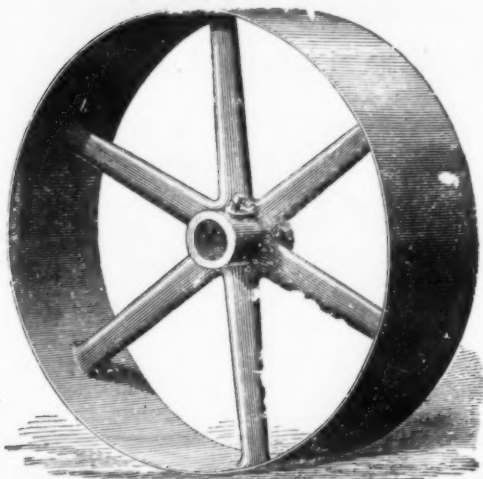
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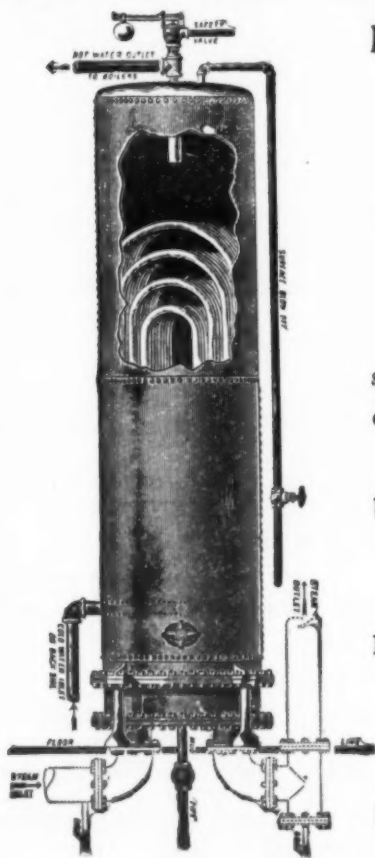
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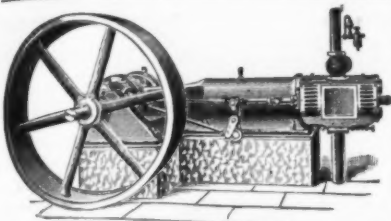
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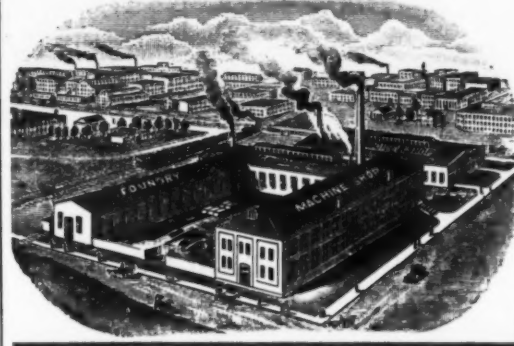
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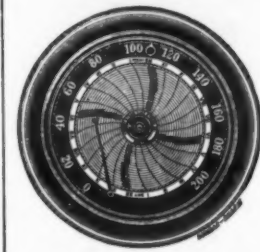
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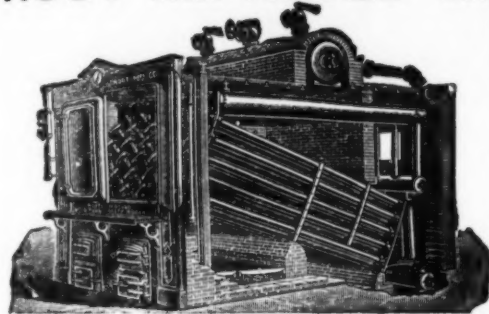


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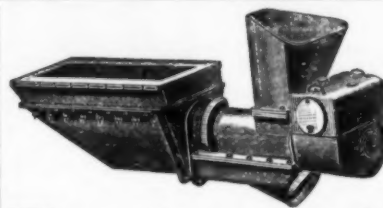
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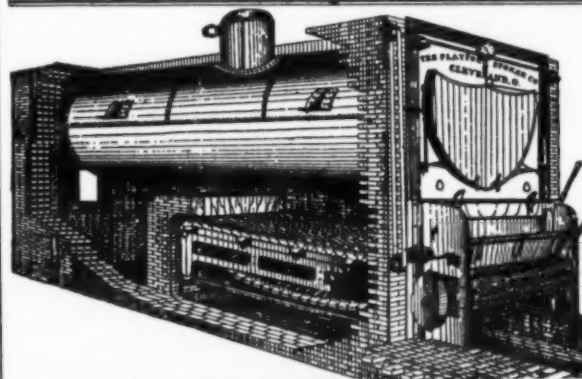
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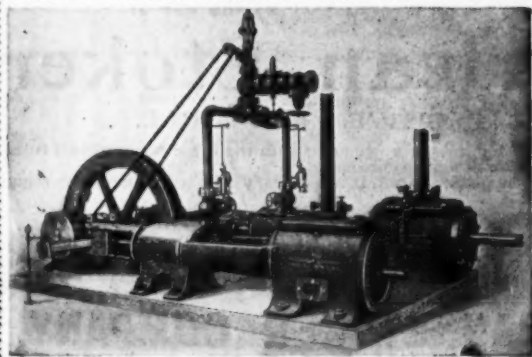


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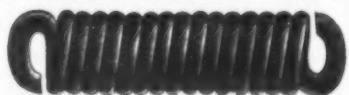
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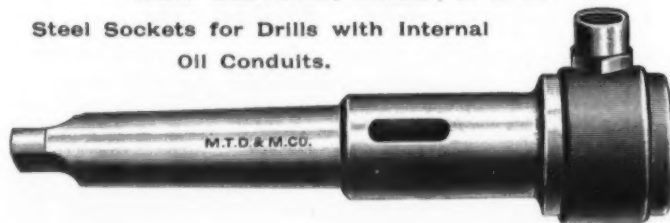
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MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

Vol. XXXIV. No. 8.
WEEKLY.

BALTIMORE, SEPTEMBER 16, 1898.

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BALTIMORE, SEPTEMBER 16, 1898.

Mr. Henry S. Hartzog, president and director, Clemson College, S. C., in a letter to the editor of the Manufacturers' Record, says:

I enclose twenty cents for the copy of "Facts About the South." Your book is a masterly array of statistics. It shows that there are wonderful opportunities in the South for men who have been trained in technical and industrial colleges. Recognizing that fact, Clemson College has added a textile department to her course of instruction. The building is completed, the machinery installed, and on September 14, 1898, the first textile school in the South will throw open its doors to students.

To Study Port Facilities.

The commission appointed by Governor Black to examine into the causes of the decline of New York's commerce will make a thorough investigation if they deal with all the topics which have been outlined for them. The topics include deepening of the channel, dock rentals, port charges, pilot fees, extending the water front, warehouse facilities, grain-elevator charges, differential railroad rates, lighterage, the relation of the Erie canal and the Canadian canal to the subject, the Western demarcation line of territory contributory to New York, comparative charges at New York and other ports and the establishment of a complete municipal statistical department. We are inclined to think that a large amount of information, valuable as explanation, may be obtained from a careful study of the changes in recent years in the Western demarcation line of territory contributory to New York.

In a comparison of foreign commerce from 1894 to 1897, inclusive, presented by Mr. Christopher C. Shayne, president of the Merchants and Manufacturers' Board of Trade; at the meeting of the commission, he showed that New York's share of the total foreign commerce of the country had diminished from 50.74 per cent. in 1894 to 48.04 per cent. in 1897. There had been also a decrease at Baltimore and Philadelphia, but an increase at Boston, Newport News and New Orleans, Newport News advancing from .95 per cent. to 1.25 per cent. These figures seem to indicate a decided change in the Western line of demarcation.

The South Atlantic and Gulf ports should watch this study carefully; they should not fail to note the results of investigations of the terminal charges of warehouse facilities, be-

cause undoubtedly many important facts will be brought to light which will be of great use to younger ports in planning for an extension of their trade.

Southern Textile Schools.

In repeatedly and persistently urging the establishment of textile schools in the South and doing all within its power to make such a movement effective the Manufacturers' Record asserted that manufacturers of textile machinery could be depended upon to contribute their products for the equipment of such a school, and published letters from manufacturers proving their practical interest in the movement out of which has grown the textile school of Clemson College, S. C., to be in operation this fall, and the textile department of the Georgia School of Technology at Atlanta. Simultaneously with the announcement of the curriculum for the school at Clemson is made the statement that, in addition to half-rate freight for material over its lines given by the Southern Railway Co., \$10,000 worth of machinery, the entire equipment of the school in fact, has been given by textile manufacturers. The list of these donors is as follows:

Mason Machine Works, Taunton, Mass.—One revolving flat card, one drawing frame, one spinning frame, one plain loom, one drop-box loom.

Saco & Pettee Machine Shops, Biddeford, Maine.—One revolving flat card, one drawing frame, one railway head, one slubber, one roving frame, one spinning frame, one spooler.

The Draper Co., Hopedale, Mass.—Two Northrop looms, one beam warper, one spooler, one twister, spindles, separators, lever screws, saddles, templets, as required.

The D. A. Tompkins Co., Charlotte, N. C.—One combination yarn reel, one hand machine, one warper beam, one doffer box, one loom box, one electric switchboard, one drawing-in frame.

The A. T. Atherton Machine Co., Pawtucket, R. I.—One combination breaker and finisher lapper, with self-feeder attached.

Westinghouse Electric & Manufacturing Co., Pittsburg, Pa.—One 30-horse-power electric motor.

Jones & Laughlins, Pittsburg, Pa.—All shaftings, hangers, pulleys, couplings, etc. Metallic Drawing Roll Co., Indian Orchard, Mass.—Metallic drawing rolls as required.

In commenting upon the establishment of textile schools in the South the Textile World, of Boston, dealing especially with the textile department to be conducted in connection with the Georgia School of Technology, says:

Of course, the Atlanta school cannot expect for many years to reach the efficient standard of the schools at Philadelphia and Lowell. The surrounding circumstances will not warrant it.

"Surrounding circumstances" is pretty good, especially in view of the statement by the Textile World that the greatest difficulty that will be contended with will be the securing of proper instructors. In our opinion this should not be an insurmountable difficulty. If we are not mistaken this particular school will be set in operation under the immediate supervision of Mr. Christopher P. Brooks, of Lowell, who has contributed so much by his

practical knowledge to the upbuilding of the Lowell Textile School. Surely the South, as well as other sections of the country, needs first-class instructors in institutions devoted to training in textile industry, and we doubt not that the South will have those instructors as they are needed and that the ambitious youth of the South will within a few years have as efficient training as the youth of other sections.

The "surrounding circumstances" justify such a belief, and the Manufacturers' Record congratulates the South upon the auspicious beginnings of these two undertakings.

Scouts of Commerce.

Discussion of plans for disarmament of the great nations of Europe is not checking the efforts made by leading nations to equip themselves for the commercial contest distinguishing the closing years of this century. The adoption by France of a plan to appoint Frenchmen living in other countries to give information about the industrial and trade conditions, with a view to revealing possibilities for extending the markets for French goods; the study by an export commission from Germany of the markets of China, Korea, Japan, are illustrations of the special efforts being made in Europe to meet the exigencies created by the aggressiveness of the United States in old fields and in new fields of commerce. Side by side these undertakings there has been a decided advance made in the consular service of this country in the practical reports made at frequent intervals through the State Department. It has not been many years since these reports were largely of little value to the practical business man, but in the last three or four years their value as aids to commerce has become most pronounced. Taking a number of recent reports made we find a general tone of encouragement pervading them, but, what is of more importance, there come from many quarters suggestions that American manufacturers should make themselves thoroughly acquainted with the needs of foreign markets and should adapt their wares to the wishes and even the prejudices of their prospective customers. In a very interesting report on the quest for export markets Frank H. Mason, consul-general at Frankfurt, discussing the plans of France and Germany, says:

There is in all the specialized work of these commissions a broad recognition of the fact that in foreign trade it is the buyer, not the seller, who determines the kind of article he wants and the form in which he wants it turned out, labeled and packed for shipment to him. It is the business of the seller not to force upon the consumer something that he never heard of and does not want, but to ascertain exactly what he has used and sold hitherto, and then furnish him with something of the same general kind, but better for his money than he has had before. The exporter who succeeds best is, other things being equal, he who learns most accurately the wants of his customers and supplies them most nearly in the currency and on the terms and conditions to which the buyer is accustomed.

Mr. Mason also suggests that the seller must go to the buyer with samples, prices and conditions which the latter can see and readily understand. Illustrating the benefits of this special study, Albert W. Swalm, consul at Montevideo, says that the Germans have made great inroads upon the trade of Uruguay, heretofore almost wholly occupied by English manufacturers; that the German goods, while cheaper, have lacked the good qualities of those supplanted in many lines, but the Germans have studied the market and met its demands, while the English have been too conservative to make changes. The Germans, he believes, will necessarily improve the quality of their goods in order to hold the market. But already the United States are making satisfactory advances in cotton goods, having heeded advice, and have also won a good place in the market for agricultural machinery.

Louis Goldschmidt, consul at La Guayra, investigating the cause of the absence of American coal in Venezuela in spite of the close proximity of American coal fields, found that the railways prefer Cardiff coal, which is put up into small bricks, or briquettes, about eleven inches long and seven or eight inches in thickness. This makes it very easy to handle on the small engines used by the railways, which have no tender, but which carry their fuel upon a small platform on the engine. Consul Goldschmidt says:

There is an excellent opening here for United States coal, and no doubt the same holds good in many South American countries, but our exporters must meet the demands of the trade. I have no doubt that American coal can be landed here and sold much cheaper than British coal and still leave an excellent profit for the shipper. Any organization that will manufacture coal into bricks of the proper dimensions and send an able representative here to introduce the article can find an excellent market. I further believe that for this purpose a grade of soft coal can be used that is not always marketable in the United States.

Walter T. Griffin, the commercial agent at Limoges, is anxious to carry the war into Africa, as it were. He alludes to the practice of certain French dealers, who sell their own products under the guise of American make, indicating strongly that American manufacturers may have good returns by pushing in France the trade in men's hats, preserved meats, dried, canned and preserved fruits, iron and steel machinery, and he adds:

A careful study should be made not only of the needs of the French market, but of the best and quickest way of meeting them. As has often been stated, the best man to do business for America is an American speaking the native tongue of the country to which he is sent. He will do more in less time and do it more satisfactorily than any foreigner.

Writing from Africa literally, Consul-General Stowe sends from Capetown a report from a commercial traveler of more than fourteen years' experience in South Africa, Egypt, Persia, India, China and Japan, in which he says:

There is hardly an article manufactured in the United States for which a good de-

mand does not exist in foreign countries, due either to the excellence of the goods or the reasonable cost. Many articles of higher price than those offered by other countries will sell simply because they come from the United States, on account of the reputation that American exports have won.

There are opportunities in Belgium for an extension of the trade in American lumber. Consul Henry C. Morris, at Ghent, makes the following practical suggestions:

American exporters of lumber desirous of increasing their trade must conform to the usage of the country in their methods, especially in the system of measurement. All lumber sold on this market is quoted by the cubic meter; any other method of giving quotations is unintelligible to Belgium dealers, and all price-lists should be made on this basis. The adoption of this suggestion would of itself undoubtedly occasion a considerable increase in our sales. All correspondence should be in the French language, and care should be taken to employ the correct technical terms in describing the variety and condition of lumber offered, as confusion is very apt to arise. Sometimes an innocent error thus committed is attributed to a want of good faith and leads to a permanent loss of trade.

Consul Nusbaum writes from Munich that the principal shoe dealers there sell American-made shoes only on a small scale, but that there are from 1000 to 1500 English-speaking residents in the city, two-thirds of whom he believes would buy American shoes if their tastes were suited. The ill effects of disregard for the tastes of customers are shown by Marshal Halstead, consul at Birmingham, England. He says that an American manufacturer of men's shoes has made an arrangement whereby his productions are given a fair show by a Birmingham firm, but at prices somewhat in advance of those for the same grade in the United States, and he adds:

It is very strange and very annoying to one interested in American trade that a manufacturer enterprising enough to establish agencies in London and also in the provincial cities of Great Britain should have given so little thought and study to the needs of the market he is seeking. * * It seems to me also that a representative of an American house might, when in Birmingham, have found it to his advantage to have called on the American consul to obtain a list of the Americans temporarily residents here who would immediately become customers of the new agency.

These suggestions are in line with the contention which the Manufacturers' Record has persistently made. In these days of increasing competition in commerce the United States must expect to meet antagonisms of various kinds on the part of those nations which have hitherto enjoyed a monopoly of the markets. Our commercial bodies and our merchants can afford to neglect no agency that may aid them in overcoming the antagonisms. The reports from the consuls indicate that the United States have already many alert scouts of commerce. They should be encouraged, and the greatest encouragement, perhaps, that may be given them would be the adoption of their exceedingly practical advice.

Mr. A. R. McCollum, editor of the Cotton Ginners' Journal, Waco, Texas, in a letter to the editor of the Manufacturers' Record, says:

I thank you for a copy of the New York Commercial Advertiser of August 26, and have read with interest and gratification your expressions as presented therein. You are doing good service for the South when you make such utterances, as well as through the Manufacturers' Record. Surely rich and beneficent development and progress are in store for our South, and whatever the limitations, they will be imposed by the lack of effort and appreciation of opportunity and duty by our own people. It seems to me that the results of this war, as to possibilities in the Far East following the building of the Nicaraguan canal, are

almost like a move of God's hand in behalf of the South. From this you may infer that I am an expansionist, an "Imperialist," if you will. Somewhere in the Orient will be another cotton market rivaling Liverpool, with spindles and consumers galore. So be it.

For Small Industries.

The active interest in the upbuilding of industries, which has been manifested strongly for several months past in many live communities of the South, is maintained with all its vigor. Hardly a day passes without some practical suggestion or without a record of new undertakings upon wise lines. Among recent developments is the plan of Capt. James W. English, of Atlanta. He contends that if that city is to become the great city of the South more and larger manufacturing plants must be built there. Previous to his departure for a summer vacation he told the Atlanta Journal that upon his return he will enter actively upon the work of inducing manufacturers to settle in Atlanta. His plan is that the business men and capitalists of the city should form a semi-corporation, with a capital of \$200,000, to be used in taking stock in new enterprises, in securing sites and in otherwise promoting the interest of the community. South Carolina has an able advocate of industrial development in the Charleston News and Courier. For years it has been urging the growing in the State of all the wheat and the manufacturing there of all the flour required for home consumption. It notes the rapid development at present of the flour-milling business, but is still contending that it should be extended. The Raleigh Times-Visitor, the Franklin Times and other papers of North Carolina are publishing well-considered editorials for the encouragement of the investment of home capital in cotton factories, canning factories, tobacco factories and other industries, and the Montgomery Advertiser is writing on the same line, exploiting that city's advantages for cotton and iron manufacture. New Orleans has its industrial union, Birmingham is reaping the harvest of persistent advocacy and advertising, and the industries of Richmond are more active than they have been for many months. These may be taken as indications of the strong pulse of Southern progress. Far-seeing and enterprising men realize that there is now an opportunity that the South never before enjoyed, and that it must be taken at once that its full benefits may be enjoyed.

To Harden Armor-Plate.

A patent has been granted in England for an arrangement of apparatus for hardening, tempering and annealing armor-plates. It consists of a bath for the partial immersion of armor-plates in a liquid circulating therethrough. The armor-plates are perfectly made of a mild steel alloy, with from 1½ to 5 per cent. of nickel, and the liquid bath is a mixture of glycerine, spirits of niter and salts of ammonia, zinc and aluminum, with water. The plates are heated to a red heat and immersed in the liquid, the depth of which is regulated by valves, or, in an alternative arrangement, the plate is adjustably supported by hydraulic cylinders. The liquid is maintained at an approximately constant temperature of 110° Fahr. by a cooling worm. The front or hardened portion of the plate may be subsequently tempered by immersion in water, and the back portion may be annealed during the hardening process by the application of white-hot plates to this face.

GREAT IS THE SOUTH'S OPPORTUNITY.

Mr. Stuyvesant Fish, President of the Illinois Central Railroad, on the South's Possibilities.

[Editorial Correspondence.]

New York, N. Y., September 14.

It is business that runs the world. Politics is well enough in its way, and under the direction of patriotism helps promote business, but when directed by demagogism it wrecks and ruins business. With the motto "politics before business," which the Manufacturers' Record has ceaselessly urged upon the South—a sentiment which has found a responsive echo in the best papers and in the minds of the best and most progressive people of the South—with this motto as its watchword the South can enter upon a period of activity and prosperity such as few people can fully picture. Probably no man in America can draw this picture more vividly than Mr. Stuyvesant Fish, president of the Illinois Central Railroad, whose stroke is that of a master-hand. Mr. Fish speaks as one having authority, for his pre-eminence in the railroad and financial world makes his statements carry weight in Europe as well as in America.

It is among the encouraging signs of the times that in the South business thought is beginning to exercise such a powerful influence, not yet dominant, but still one to be reckoned with, as it is in that other Anglo-Saxon country, Great Britain, where business sentiment is paramount in politics. Not only does "Britannia rule the waves," but she almost rules the finances, the trade, the commerce of the world, because her enlightened statesmen have been her leaders in creating business. And wherever her commerce has led we find law, order, protection to life and property and all that civil and religious liberty and civilization itself means. Possibly the time is almost at hand when this idea shall have become so irresistible as to give to our country a president elected for his business ability rather than for his political connections, and then will our country reach the full measure of its possible power in the industrial and commercial world. It behooves the South, therefore, to study the fullness of the meaning of all that is implied in the saying, "business before politics." Great is the South's opportunity. Mr. Fish, who loses no occasion to tell the world about the South and its resources, has recently given the Times-Democrat, of New Orleans, an article bearing upon the possibilities of development of that vast territory known as the Mississippi valley and its relation to the South, and from his striking picture the writer, with his permission, takes some of the points that must command universal attention.

"The valley of the Mississippi," says Mr. Fish, "extending from the great lakes to the Gulf of Mexico, and from the Alleghanies to the Rockies, today supplies the food of the larger part of the civilized world. Apart from its dominant position in the control of the food products, it stands unrivaled in its ability to take a leading part in manufactures.

"Chicago, the chief distributor, is so located as to be able to force both the food products and the manufactures of the valley either East or South. Toward the South, following the lines of the least resistance, is the natural outlet.

"This valley, divided by broad and deep rivers, the natural highways of commerce, and intersected, east and west, north and south, by gigantic systems of railway, possesses all the elements necessary to make it the manufacturing center of this country; in fact, of the world.

"Among the essential elements rendering this achievement possible are unlimited areas of fertile soil, an abundance of raw material—iron ore, coal, timber, cotton and wool—cheap food, and, above all, industrious inhabitants enjoying the cheapest and best of inland transportation facilities.

"What may not be done with proper and intelligent efforts in the way of increasing our trade with the rich tropical countries to the south of us? Many of these countries not only buy largely the manufactured articles which we produce, but breadstuffs and provisions as well. Each of them produces articles which we desire and consume. Considering the future, trade with them may be said to be in its infancy. Yet such as it is, we seem to be woefully neglectful of our duty, inasmuch as we command but so little of it. While as a people we have been busily engaged in developing our own natural resources, England, Germany and France, seeing the value of this commerce, have each steadily forged ahead in their strife for the control of that trade.

"The 36,000,000 of people living in the ten South American republics buy goods from other countries to the value of \$376,000,000 annually, of which we sell them only \$33,000,000. The five Central American States, with a population of 3,500,000, take foreign goods to the amount of \$23,000,000 annually, of which we sell them only \$5,320,000. Mexico, our near neighbor, with rail connections at several places on our border, with a population of 13,000,000, buys abroad to the extent of \$42,000,000, but we sell its people only \$21,000,000.

"The West Indies, not including Cuba or Porto Rico, buy \$45,000,000 worth of goods in foreign countries, of which we provide \$15,000,000.

"The startling fact is that we buy yearly from the South American countries \$67,000,000 more than they buy from us; in other words, they sell us their products and with our money make purchases in Europe. This is not flattering to our commercial ability, particularly as it has been demonstrated and loudly proclaimed that we sell our goods as cheaply as does any other country.

"There may be no sentiment in business, but it evidently takes more than an equalization of prices to divert commerce from its long-established course. We must manufacture goods to meet the needs and suit the tastes of the people, establish agencies or sample houses where the goods can be seen, and extend credits such as the South American merchant has been accustomed to receive from the European dealer, before we can make much headway in that field.

"The rapidly-changing conditions in Cuba and Porto Rico offer a field for an increased trade of no small proportions. The abolition of the discriminating and prohibitive Spanish tariff will, no doubt, enable our people to sell their wares freely in those countries.

"Let us see what that trade amounts to. Previous to the late insurrection, Cuba imported annually \$78,000,000 of goods, and exported \$66,000,000 worth. Of the goods imported the United States sold about \$12,000,000 worth, while we purchased the greater part of her exports. Not taking account of any increase in the growth of her resources under the new regime, we here have a difference between

what we have sold in the past and what we may sell in the future to that country of \$66,000,000 a year.

"Porto Rico buys yearly from foreign countries \$17,000,000 worth of goods, and exports a like amount. The United States sold to that country last year goods to the value of \$1,505,000, and bought from it \$2,414,000 worth. From this it will be seen there are great possibilities for the development of further trade with that island.

"In the past the duties levied by Spain on goods coming from other countries into Cuba or Porto Rico were much in excess of those charged on like goods from Spain. Hence the latter country controlled the trade. Now that this discrimination will cease, our merchants will be better enabled to extend their trade into these countries.

"The recent trip of the Oregon from California around Cape Horn to Cuban waters, and the anxiety of the nation for its safety, has awakened a new interest in the Nicaragua canal. From the many expressions of opinion it would seem that, aside from the commercial advantages to be derived from such a waterway, the construction of the canal has become a national necessity. The opening of this waterway would no doubt give a great impetus to our commerce with the west coast of South America, as well as to China, British India and Japan—countries which offer untold possibilities for the future of our manufactures. Japan is already taking largely of our raw cotton. It will also facilitate the carriage to and from the various countries, comprising Oceania, which are no small consumers of our goods. We sold them \$22,000,000 worth last year, and purchased from them nearly \$27,000,000. The Hawaiian and Philippine Islands furnished their quota of this interchange.

"China, with its 4,000,000 square miles of territory, and over 400,000,000 of people, is about to be opened to the commerce of the world. New treaty ports were recently opened by royal decree, and foreign steamers admitted to all inland waters, which are the high roads of China. The era of railroad building has at last reached that country. Contracts have already been made for steel rails and other railway supplies for use therein. It is not too much to say that either our raw cotton, or the manufactured cloth, will be taken by that country in vast quantities in the near future. We sell China only \$10,000,000 worth of goods, though other countries sell her \$140,000,000 worth. She exports \$120,000,000 of merchandise, of which our share is \$20,000,000.

"British India also affords possibilities with her 250,000,000 people, whose chief clothing is cotton goods. In 1897 there was imported into that country 1,976,000,000 yards of unbleached cotton goods, which our Southern mills are well adapted to make. This is cloth enough to girdle the earth forty-five times, but our country did not provide one-quarter of 1 per cent. of it.

"We are all aware how Japan is developing, and what a promise she holds out for increase in our trade.

"Our commerce with the Philippine Islands, while not very large in the past, is no doubt destined to increase greatly. Heretofore Spain sold her 70 per cent. of the goods bought from foreign countries.

"The Mississippi basin is capable of producing all the articles that these foreign countries require or will take from the United States.

"The Illinois Central system of railroads runs through the heart of this great agricultural and manufacturing region. It stretches from the sugar, cotton and lumber regions of Louisiana and Missis-

siippi to the grain and coal fields of Illinois and Iowa, and makes the necessary exchange of commodities between the States and towns traversed. It binds the commercial centers of the 'Middle West' with those of the South, and transfers the varying products of each to the other. It collects, in the vast territory reached by its lines, the wares and merchandise trafficked in by the merchants of New Orleans, and lays them at her door. In like manner it distributes throughout the country the stores of merchandise shipped by the New Orleans merchants into the interior. * * * The railroad is fully equipped to do its duty in the era of commercial prosperity on which, as a nation, we have entered. The latent power and force inherent in the field naturally tributary to New Orleans, as well as the intense energy and activity of the people inhabiting it, alike make for startling achievements.

"To properly develop the trade of this country we must seek the long-neglected foreign markets of the South and the Orient. To control this trade will require a large merchant marine. The recent territorial acquisitions, the contemplated Nicaragua canal, and the large appropriations made by the last Congress for a larger and more efficient navy should stimulate shipbuilding in the United States.

"The policy of our statesmen on this subject must be a broad and liberal one. Our national government must aid in the upbuilding of our marine. Subsidies to steamships are analogous to land grants to railroads. One is now of as much national importance as was the other in its time. The same liberality which, within a generation, gave us the largest railway mileage in the world, will bear yet richer fruits, when intelligently applied to commerce with foreign nations.

"The products which our railroads carry to the seaboard for export should be transported in our own vessels. At the present time vessels with foreign flags stream from their peaks fill our harbors. Of the total foreign trade conducted in 1897 only 9 per cent. in value was carried in vessels flying the Stars and Stripes. When it is remembered this trade amounted this year to over \$1,800,000,000 worth of goods, it will be seen how great is our yearly loss. Since our decline as a maritime power thousands of millions of dollars in freight money have been paid to European shipowners. Had our merchant marine kept pace with our internal growth this nation would hold the commercial supremacy of the world today. Our ships, as constructed today, are not outclassed by those of any other nation, nor do they cost more to build.

"When, in 1882, we commenced to build a navy, the English press scoffed at the idea of our producing either hull or engine. In a short time we produced two of the largest and fastest cruisers in the world, the Columbia and Minneapolis. Europe was astounded; England was amazed; our ships aroused her jealousy; she produced the Powerful and Terrible to outclass them. The whole world today acknowledges our supremacy in building and handling ships of war. Russia, since the outbreak of the Cuban war, has placed orders for several warships to be built in Philadelphia. The record of the St. Louis and St. Paul as fast Atlantic liners challenge the admiration of all shipbuilders.

"See the record of our internal resources which will provide the means to profitably employ such a mercantile marine.

"The value of our staple crops, other produce and live stock, for 1897-98,

reached the enormous figures of \$5,116,000,000, being an increase of \$809,000,000 over that of two years previous. The total gain to agriculture for a period of a little more than two years was \$1,000,000,000.

"The farm indebtedness paid off during the past two years is estimated at \$100,000,000.

"The value of the last two wheat crops of themselves was \$861,000,000. This was a gain of \$401,000,000 over the two previous crops.

"For the past year we sold to foreigners \$871,000,000 of agricultural products. In the same time we sold in the markets of the world more than we purchased therefrom by upwards of \$600,000,000.

"Our strides in manufactures have been no less. From a total of \$102,000,000 exported in 1880, we have risen to \$289,000,000 in 1897, an increase of \$187,000,000, or over 183 per cent.

"Our net imports of gold the past year were over \$100,000,000. From the resumption of specie payments up to July, 1898, the United States imported \$50,000,000 more gold than it exported. When to this is added the products of American mines, which amount to from thirty to fifty millions yearly, the query may be pertinent—'Is the United States a creditor nation?'

"With such achievements, with such resources and wealth, what is to be our destiny?

"In his tribute to America in 1878, while contrasting the commercial future of England with that of the United States, Mr. Gladstone said:

"'It is she alone who, at a coming time, can and probably will wrest from us that commercial primacy. We have no title; I have no inclination to murmur at the prospect. If she acquire it, she will make the acquisition by the right of the strongest, but in this instance the strongest means the best. She will probably become what we are now—the head servant in the household of the world, the employer of all employed, because her service will be the most and ablest.'"

These statements will awaken throughout this country and in Europe a new conception of what the future has in store for the South, if we but do our part, and they will show to the South the importance of having men like Mr. Fish, of power and influence in the great center of finance, interested in the upbuilding of our Southern country.

RICHARD H. EDMONDS.

To Secure Industries.

Special Agent E. B. Miller, of the Commercial Club of Birmingham, has reported that there are five woodworking industries whose managers desire to move and who are considering Birmingham as their future location. Mr. Miller stated that the plants would employ 400 skilled laborers and would consume about \$500,000 worth of iron, wood and other material. A committee of seven was appointed to assist Mr. Miller in securing the plants.

The Expanding South.

Richard H. Edmonds, editor of the Baltimore Manufacturers' Record, is a strong believer in the South's advantages. He is a painstaking exponent of Southern affairs, and in an excellent and scientific manner he discusses the benefits the South ought to reap from coming expansion of America's influence in the world's commerce. In a recent interview published in the New York Commercial Advertiser, Mr. Edmonds takes the position that the recent Spanish-American war has given the United States an abundance of splendid advertising, and has brought this great republic into promi-

nence before the eyes of all the world.—The Advertiser, Madison, Ga.

COAL AND THE CANAL.

Hon. William A. MacCorkle's Views About the Nicaraguan Waterway in Its Relation to Southern Development.

In a letter to the editor of the Manufacturers' Record, Hon. William A. MacCorkle, ex-governor of West Virginia, strongly advocates the holding of a great popular Nicaraguan canal congress upon lines mentioned in last week's Manufacturers' Record. Ex-Governor MacCorkle has given the subject of the canal careful study for years, and he is an enthusiastic believer in its importance in Southern development. What he has to say about the construction of the canal and the extension of the coal trade will be of special interest to the whole South. His letter is as follows:

"I have read with a great deal of interest your editorial on the Nicaraguan canal congress. This is a subject to which for years I have given a great deal of attention, and I most earnestly coincide with you in your expression of views regarding a congress to take into consideration the inauguration of that great enterprise. It is the one great potent agency which will do more for the Southwest and the South than any other of which I have any knowledge. A few weeks ago I was discussing this enterprise in connection with the sale of coal from the South and from the Ohio valley, and I am convinced that upon a conservative estimate that the canal will furnish sufficient new market for the sale of coal, which, from the second year, will pay the interest upon the sum needed to complete this great enterprise.

"I most thoroughly coincide with you on your view that nothing will be so potent in the upbuilding of the South as the Nicaraguan canal. The suggestion which you make as to a great popular congress which will take this subject into consideration is a splendid one. I most earnestly believe that when the people consider carefully the great advances which have already taken place in the affairs of this government they will not consent to the giving away of any territory which we at present hold. I have received this impression from a close, intimate and earnest association with the common people of the country. I have never yet met a man from the masses of the people who does not believe that we should, with a masterful hand, hold firmly by the great markets which American blood and iron have obtained for our commercial flag, and the good sense of the people at this time believe that it is not a departure from the fundamental principles to so hold these markets.

"To hold these possessions firmly and to grasp securely great Eastern markets we must have the canal, and I hope, with your usual earnestness and tenacity of purpose, you will do all in your power to see that this congress assembles, and show the lawmaking powers that the people of the country are demanding the completion of this work. It is our manifest destiny, and whilst the English people, who are the only people who can hinder, impede or delay us in this work, are in a complacent humor with our government, let us take advantage of the opportunity which possibly may never be offered again.

"I beg your pardon for such a long letter, and it is only important in the fact that it is the expression of the views of some hundreds of the earnest and influential men with whom I have conversed in the South and in the Southwest.

"WM. A. MACCORKLE."

SHIPS WAIT FOR IRON.

Report Indicating Bright Prospects for Birmingham.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., September 14.

The iron market the past week was a very good one and full quotations again ruled. It was a surprise, too, inasmuch as while the domestic trade was rather quiet, the export demand was very active. As an illustration of this, out of 23,000 tons sold during the week by the Tennessee Company, 22,000 were sold for export. The story here is that ships are lying at Middlesbro, England, waiting to load iron cargoes for the Continent, and they are taking it aboard as soon as it is cool enough to load. This shows the scarcity of desired grades and has turned attention to this district, and buyers are snapping up our iron as fast as it is offered. And there is no trouble about prices. These letters have frequently called attention to the growing importance of this trade, and the prediction is again made that the time is not far distant when the price paid by the export trade will regulate that of the domestic trade. The export sales for the week will approximate 30,000 tons, and for the past thirty days will not be far from 100,000 tons. The mere statement of this fact will carry conviction of its far-reaching influence. There is another feature of consequence connected with it, and that is the buying, as to grades, is widening, and now includes Nos. 1, 2 and 3 foundry and the soft grades, besides gray forge and basic iron. This is conclusive proof of the satisfactory quality of our iron. One line of railroad has engagements for 40,000 tons, and it is being moved fast as room is offered. Stocks continue on the decrease, and for September the indications point to a larger decrease than in August. The leading interest so far this month reports a decrease of 500 tons per day. The furnaces continue to be anything but free sellers, and the buyer who comes at them asking for concessions quickly finds out the market is very firm.

We have had some of the largest contractors in the country here since our last letter to bid on the contracts connected with the steel plant and the wire, rod and nail mill. The parties connected with the latter have been very secretive as to their movements and intentions, and unnecessary mention of the plant has been avoided. But the premature publication of their plans and intentions has been made in anticipation of an authoritative statement soon to be given out. Deeds for the site have passed, the plans for the mill have been perfected, and all the necessary preliminaries completed for the commencement of building operations. The projectors are Chicago, Cleveland and Joliet people, and there is plenty of money behind the enterprise. It is stated that instead of stopping at \$800,000, the cost first contemplated, it has been determined to make it \$1,200,000. It is further stated that all important contracts connected with its erection have been let. But none of this is authoritative, and its publication is deplored by the projectors. But the leak is from such sources that it may be taken as substantially correct. Some very exaggerated reports have gone out that savor of sensationalism. They should be received with "cum grano salis."

Our minor industries are yet hives of working bees, and no drones permitted. The Birmingham Boiler Works is building a 35-foot tank for creosoting purposes, oil tanks for Meridian, Jackson, Yazoo City, Miss., and Union Springs, Ala. Much sugar work is going out, and the prospect for an active season is fine.

There is still plenty of talk of new industries coming, and there is no doubt that several are figuring on the cost of removal as against its advantages. Some have asked a bonus to cover cost of removal, etc., but are meeting no encouragement on that line.

J. M. K.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.] Philadelphia, Pa., September 14.

The Eastern iron and steel markets, and, in fact, the markets of the entire country, have relapsed into comparative dullness after a few weeks of remarkable midsummer activity. Prices have hardened and concessions are neither asked nor conceded. The markets are now in the hands of the smaller consumers, who are purchasing liberally at full market prices.

The pig-iron markets are strong after the sale of so much material for autumn and early winter delivery. The greatest activity has been, as usual, in iron for steel purposes. Bessemer is strong at \$12 to \$12.50; basic at \$10.25; low phosphorus, \$17; standard forge, \$10.25 to \$10.50; No. 1 X foundry, \$11.50 to \$11.75.

Steel billets are now quoted at \$18 in Eastern markets, with a possibility of \$17.50. Most large consumers are temporarily supplied, but, owing to the indifference of makers about selling more material, there is nothing of interest to report.

The bar mills are not fully engaged, but the oversold condition of Western bar mills enables Eastern managers to sell at full current prices, viz., 1.10 for common in large lots and 1.15 to 1.20 for refined.

Merchant steel and heavy hardware are in active request at full prices. The most noticeable fact about the market is the large number of buyers who want steel. The sheet mills are all crowded, and today's report points to stronger prices in stores. Galvanized sells very well.

Pipes and tubes have met with much inquiry since Monday, and, owing to the upward tendency, there are several large buyers anxious to close for large lots, but mill men still hang back.

The plate mill managers are surprised at the amount of new business that has opened up within a week. It would be going over the same ground to repeat the nature of these coming requirements. Some buyers refuse to order at the advances asked, but they are taking a dangerous risk. Ordinary plate is 1.30; flange 1.50. There is much activity in fire-box.

The structural iron and steel makers continue to make large deliveries and are straining capacity not only to get ready for new business, but also to accommodate importunate customers.

There are rumors this week of possible large orders for bridgework, but manufacturers decline to accede to buyers' terms. Shipyard work is crowding. Construction material is now under inquiry from contractors and builders throughout the East, and, if their inquiries are to be taken as evidence, the coming months will be exceptionally active.

Manufacturers are receiving inquiries every week for material from exporters and from buyers of iron and steel in foreign countries. Actual details as to these dealings and inquiries are kept back, but the trade is on the increase.

Within a few days several cargoes of bituminous coal have been shipped to markets heretofore supplied with Welsh coal.

Sweden vs. The South.

England is hoping to recover its position in iron by means of ores derived from Sweden, within the Arctic circle. It is

estimated that the quantities of ores available are reckoned by hundreds of millions of tons, rich and pure, with mere traces of phosphorus and sulphur. Commenting on this plan the London Times says:

"As the matter now stands, it becomes a question of whether Scandinavian ores can be landed in England at a price which will enable them to compete in this country with Lake Superior ores delivered at Pittsburg, both descriptions of ore being of the same approximate quality. It is here and on this special point that the question of supremacy between the two greatest ironmaking countries of the world is being fought out. There is not much in the difference in the distances over which the ores have to be carried between mines and furnaces, the average being nearly 1200 miles from the Superior mines in America, and about 1600 miles from Sweden to England. Nor should there be much difference in the average cost of the ores at the mines, both being found in enormous open deposits, capable of being largely worked by mechanical means. It becomes, therefore, mainly a question of profit, freight and royalty, and these considerations not only depend upon, but largely govern, the extent of the traffic. As it is, the United States has been wonderfully successful in reducing the rates of freight for the transport of all kinds of commodities, but especially for that of minerals, until iron ores are now carried on the great lakes a distance of well on to 1000 miles for less than two shillings per ton, and coal is sent from Alabama to be shipped at Mobile and Pensacola, a distance of 260 to 300 miles by rail, for three shillings to three shillings six pence per ton. If our Swedish friends can give us similarly low rates there need be no cause to fear for the future of the British iron industry for a long time to come."

American Coal Abroad.

Last week a cargo of coal was shipped from Norfolk, Va., to London. This comes pretty close to "carrying coals to Newcastle." At Philadelphia coal is loading for Greece, and on Saturday last a cargo was shipped to the Cape Verde Islands, the cost of which was a little less than \$2 per ton, including freight. American coal is now being shipped to the Philippines, 8253 tons having recently been sent from Norfolk to Manila, the freight upon which was about eight cents per ton. Several ships have entered upon the Montevideo trade, and an order for a shipment came from the west coast of South America, but high freights prevented its acceptance. We have already captured most of the Mexican coal trade heretofore controlled by the Welsh shippers. Large quantities of American coal are now being shipped to South Africa. American coal producers believe that if they ever get their coal tried by the people who have been using Welsh coal exclusively we will retain the trade. We can furnish better coal to begin with, and can load it at Newport News, Baltimore, Philadelphia or New York. Of course, in such cases where consumers take one coal because they cannot get another many will return to the original article when it again becomes available, but it is also a well-known fact that the interruption of supply from one source has often permanently introduced another class of product. So it may be with American coal, and, the Welsh mining troubles aside, the foreign consumption of American coal is bound to increase.—American Manufacturer.

If you wish to keep posted on the progress of the South, read the Manufacturers' Record. Price \$4.00 a year.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

BIG RAILROAD SCHEME.

Arrangements Made to Connect the Choctaw, Oklahoma & Gulf and Little Rock & Memphis.

The official announcement is made that arrangements have finally been completed for constructing a railroad to connect the Choctaw, Oklahoma & Gulf and the Little Rock & Memphis systems. This line, which is to be 153 miles long, will traverse the central and western sections of Arkansas and part of Indian Territory. As has already been described in the Manufacturers' Record, it will form the connecting link in a system from Memphis, Tenn., to the western section of Indian Territory, forming nearly a direct line east and west.

In order to finance the deal a new corporation, to be known as the Choctaw & Memphis Railroad Co., has been organized and the funds needed to build the connection have already been raised through the sale of \$2,200,000 of the new concern's bonds. The negotiations were completed at a conference held in the office of Simon Borg & Co., of New York, between the Little Rock & Memphis bondholders' committee and their counsel on one side and President Gowen and a representative of the firm of Edward B. Smith & Co., representing the moneyed interests in the new company, on the other, and the final agreement was signed.

The Choctaw Company will, under its own charter, construct the thirteen miles between its present eastern terminus and the Arkansas line. The Choctaw & Memphis will acquire the Little Rock & Memphis and build the 140-mile stretch between Little Rock and the western line of the State. It will issue \$3,400,000 first mortgage 5 per cent. bonds and \$1,750,000 each of preferred and common stock. Out of the issue of bonds \$1,200,000 will be used in the acquisition of the Little Rock & Memphis, and the balance of the issue, \$2,200,000, will go to a construction company in payment for the building of the 140 miles of road. It is estimated that this piece of road will cost about \$2,500,000 to build, but the construction company expects to derive a considerable amount of money from the sale of town sites and from voluntary contributions by the merchants and business men of Little Rock and Memphis.

The construction company has already effected a sale of the \$2,200,000 bonds to Edward B. Smith & Co., of Philadelphia. The entire amount of money required for the construction of the road is, therefore, provided for in advance, assuring its construction in the most economical manner possible and with the utmost possible dispatch. President Gowen already has his surveying parties in the field, and construction work will be begun this month and completed before next summer. This 140 miles of new road will traverse what is said to be the richest unoccupied railroad territory in the United States. Portions of it are covered with valuable tracts of pine timber, and there are considerable undeveloped deposits of coal and iron ore in the hills. The lower lands are adapted to cotton-growing, while it is believed that the higher tablelands will prove to be a rich fruit-growing region.

Arrangements have been made to lease the Choctaw & Memphis to the Choctaw, Oklahoma & Gulf upon the basis of a division of the through business on a mileage pro rata. Under the terms of the lease the Choctaw Company will guar-

antee the interest on the bonds of the new company and dividends on its preferred stock at the rate of 2 per cent. for the first year, 3 per cent. for the second and 4 per cent. for the third year and thereafter. The preferred stock of the company will be preferred to the common to the extent of 6 per cent., and this 6 per cent., if earned, will be paid. In consideration of the guarantee of the Choctaw Company it is further provided that after the payment of 6 per cent. on the preferred stock of the new company one-half of its net earnings shall go to the Choctaw Company, the other half being available for dividends upon its common stock. It is estimated that the earnings of the new company will be at least sufficient to pay the full 6 per cent. dividends upon its preferred stock from the start and leave a considerable surplus besides. The rental guaranteed under the lease will be only \$750 a mile for the first year, rising to a maximum of \$885 a mile. The Choctaw Company is now itself earning at the rate of \$2214 per mile, traversing a less desirable country and with 137 miles of its tracks within the bounds of Indian reservation.

Building in the Southwest.

The El Paso & Northeastern Railroad Co., which has several times been referred to in the Manufacturers' Record, is at present promoting one of the most important railroad lines in the Southwest, which will be a most important factor in developing that portion of the country. Its officers are as follows: C. D. Simpson, president; G. C. W. Lowrey and Chas. B. Eddy, vice-presidents; H. P. Simpson, treasurer, and Benjamin S. Harmon, secretary. A number of prominent coal operators, as well as New York capitalists, are interested in the company. In a letter to the Manufacturers' Record, Mr. H. P. Simpson gives the following outline of the enterprise:

"The New Mexico Railway & Coal Co. is building the El Paso & Northeastern Railroad from El Paso to Salado coal field, a distance of 165 miles, where it has two veins of soft coal averaging about five and one-half feet each. The road is now completed to a point called Alamogordo, New Mexico, distant from El Paso eighty-five miles, where a branch of twenty miles is now being built up to the Sacramento mountains. Here a large amount of yellow pine and spruce timber will be cut and hauled to Alamogordo, where it will be manufactured into lumber by the Alamogordo Lumber Co., a new company of \$200,000 capital; F. L. Peck, president; C. P. Davidson, treasurer. The men interested in this, as well as the railroad company, are almost entirely from Scranton, Pa. In connection with the lumber mill will be a box factory for fruit boxes and baskets, and the reports show in this line alone that there are at least 700 cars of this material which is shipped into Mexico through El Paso that is now manufactured at St. Paul, Minn.

"The market for coal at El Paso is large and the price to railroad companies is \$4.25 per ton, and not used much by residents on account of the expense, but 'mesquit roots' are sold there at \$3 per cord. The lumber market of El Paso now demands a price of from \$18 to \$23 per M, owing to the long distance to haul over the heavy and adverse grades.

"As you will see at once, the advantages of our road are the short haul and the high prices.

"This country all along the railroad is a great fruit-growing country, and heretofore the fruits have had to be hauled in wagons over a barren and sandy country from sixty to 150 miles. We expect to

get the lumber mill going October 15. The present line completed is doing a very good business on its eighty-four miles."

An Important Missouri Line.

In a letter to the Manufacturers' Record, Mr. Thos. F. Sneed, one of the promoters of the St. Louis, Fenton & Southwestern Railroad Co., gives full particulars of this enterprise. As already stated in the Manufacturers' Record, what is known as the third-rail system is to be utilized on it for electric motors. Mr. Sneed writes as follows:

"The road has been surveyed and estimates made by competent engineers as to the cost of construction and equipment. It is organized under the railroad laws of Missouri and capitalized for \$1,000,000. We own our own right of way and the water-power. It is to be a freight and passenger road. Water-power is situated near Ware, on Big river, in Jefferson county, not a great distance from the Bonne Terre lead mines. The water-power has a capacity of about 1600 horsepower. The road is to be forty-four miles long, and I propose to use the three-phase system, with transformers every fifteen miles; current fed from transformers direct to a 75-pound third rail, thoroughly protected and insulated (my own invention and patented.)

"In the power-house will be three 400-kilowatt generators that will furnish power for the entire road. Track construction will be regular steam-road construction, standard gauge. Cars to be used will be equipped with two 75-horsepower motors each, air brakes, air whistles, and run about forty miles per hour. Freight motors will be two 400-horsepower electric locomotives that will pull standard-gauge freight cars. There are forty-six stores along the route and six lead mines. A large glass works will be established that will employ 1000 men—capital has already been raised for this works—and a large kaolin mine, which has an output of about 175 tons per day."

From Tennessee to the Atlantic.

Several weeks ago the Manufacturers' Record stated that the plan of completing a line between Eastern Tennessee and Wilmington or Charleston, on the Atlantic coast, had been revived, and that the plan included a combination of the Carolina Central division of the Seaboard Air Line, the Bristol, Elizabethton & North Carolina and several other railroad lines now in operation. In a letter to the Manufacturers' Record, Mr. C. H. Nimson, of Cranberry, N. C., superintendent of the East Tennessee & Western North Carolina Railroad Co., writes as follows:

"A proposition to combine several railroads and building a short link, forming a through line from Big Stone Gap, Va., via Cranberry, N. C., to connect with the Seaboard Air Line, reaching the South Atlantic coast cities, has been under consideration for some time. No steps have been taken to consummate the work. It will, however, be only a question of time when this line will be built."

To Extend to Columbus.

The Georgia Pine Railway Co., which, as noted from time to time in the Manufacturers' Record, has been constructing an important line in Southern Georgia, has determined to make a further extension to terminate at Columbus, Ga. The promoters of the company have decided to amend the charter so as to build the proposed extension, which will be ninety miles in length. This road is now in operation between Bainbridge and Damascus, a distance of thirty miles, and being built to Arlington, ten miles farther. With an extension to Columbus it will

become one of the most important roads in this section, having a total length of 130 miles. Mr. J. P. Williams is president; A. L. Hawes, vice-president; C. W. Haupt, treasurer; H. J. Burton, secretary, and R. B. Coleman, general manager. While the headquarters of the company are at Bainbridge, the principal stockholders are Savannah capitalists.

Central of Georgia Report.

The annual report of the Central of Georgia Railway Co., recently submitted to the directors at Savannah, contains a number of interesting statistics. The net earnings for the year amount to \$1,897,000, and the total income to \$2,007,000. After deducting charges of all kinds a surplus is left of \$73,142. The year will be noted for the number of extensive improvements which have been made. They included extensions to the wharves and warehouses at Savannah, which have greatly increased the terminal facilities. Other improvement items are the following: Two steel bridges, one narrow-gauge locomotive, 5000 tons of 80-pound steel rails to replace lighter-weight worn rails, 200 box cars of 70,000 pounds capacity, equipped with automatic couplers, air brakes and pressed steel trucks—these cars have been built in the company's shops; the filling of 5183 feet of trestling, through some of which was constructed brick arched culverts; 11.13 miles of additional side-tracks, in which are thirty-two spur and side-tracks to accommodate new industries.

During the year a portion of the company's shops at Macon were destroyed by fire; these have been replaced with more extensive and improved structures, and have been equipped with more modern machinery; in addition to which a new storehouse, office building and oil-house were added to the company's buildings at Macon. In addition to the 5000 tons of rails before referred to, 5500 tons of 80-pound steel rails have been purchased and a large portion of them put in the track. They will be paid for from this year's earnings.

Hattiesburg to Columbia.

In a letter to the Manufacturers' Record, Mr. J. J. Newman, president of the J. J. Newman Lumber Co. at Hattiesburg, Miss., which is promoting the Pearl & Leaf River Railroad, writes as follows:

"It is our intention at the present time to continue the construction of our road to Columbia, Miss., which is about forty miles from this place. Survey of the line has already been made. We are not letting any contracts at present. What constructing we have been doing this year has been under our own supervision."

Norfolk & Western Report.

The annual report of the Norfolk & Western Railroad Co. shows net earnings of \$3,350,000 and a net increase, after deducting all other charges, of \$1,139,000. The expenditures for physical improvements amount to \$1,336,000, of which \$650,000 went for rolling stock and \$263,000 for air brakes and couplers. The improvements include extensive repairs to roadbeds, also construction of a number of new bridges.

A Library System.

The Seaboard Air Line has included in its plans for the general benefit of the territory which it traverses, a library system, which is probably the only one of its kind in the world. The libraries will be carried from town to town and left in each for a certain period. The residents will be free to utilize them while they remain. They will consist of a varied as-

sortment of books. Arrangements are being made to collect three libraries, which will be transported along the various lines of the Seaboard.

Railroad Notes.

C. F. Peoples has been appointed general Southern agent of the Louisville & Nashville, with offices at Atlanta, Ga.

Mr. T. C. S. Howard has been appointed commercial agent for the Georgia & Alabama Railroad at Columbus, Ga.

H. G. Barrow has resigned his position as traveling freight agent for the Yazoo & Mississippi Valley Railroad and has been succeeded by T. P. Redman.

The San Antonio & Aransas Pass Railroad Co. has elected the following officers: President, T. E. Stillman; vice-president and general manager, M. D. Monseratte; secretary, Regan Houston; treasurer, W. H. Fields.

The Central of Georgia Railway Co. has decided to divide its system into four divisions. The following superintendents have been appointed: T. S. Moise, J. H. Hall, J. T. Johnson and B. C. Epperson. The division headquarters will be at Savannah, Macon and Columbus.

In a letter to the Manufacturers' Record Mr. W. R. Nelson, Selma, Ala., writes that nothing definite has been accomplished regarding the proposed extension of the Louisville & Nashville system to Selma. The parties in charge have had some correspondence with the railroad company.

One of the active promoters of the Mobile & West Alabama Railroad, to which the Manufacturers' Record referred in a recent issue, is Hon. R. H. Clarke, of Mobile. Mr. Clarke was formerly the congressional representative from this district of Alabama, and is the general solicitor of the company.

At the annual meeting of the stockholders of the Louisville, Henderson & St. Louis Railroad, held at Louisville, Ky., the following directors were elected: Messrs. Attila Cox, Henry Weissinger, John Doerhoefer, Oscar Fenley, of Louisville; Charles B. Van Ostrand, Walter S. Johnson and E. M. Post, of New York; J. D. Powers, of Owensboro, and J. and S. Barret, of Henderson, Ky.

The first number of the American Street Railway Directory, published by E. L. Powers, of New York and Chicago, has been received by the Manufacturers' Record. The publisher announces that it is intended to be an authority in its particular field, and, judging from the contents of the first number, it will be such an authority. It contains a complete list of the various street railways in the United States. The statistics include the officers of the companies, capital stock, mileage of roads, power and equipment. It will be a valuable book for reference.

Charlotte's New Gas Plant.

The Charlotte Consolidated Construction Co., E. D. Latta, president, has just closed contracts with Capt. William Henry White, of New York, representing a strong gas works construction company, for water-gas machinery, machinery having a daily capacity of 250,000 cubic feet. This machinery is to be installed in a handsome building, which the company is erecting now alongside of its electric-light and power station. The company owns the Charlotte Street Railway and the Charlotte Electric Light & Power Co., and is financially a strong organization, having a paid-up capital stock of \$200,000. The plans for the gas plant call for ten miles of gaspipe. The pipe has been ordered and the work of laying it will commence in a week.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

CLEMSON TEXTILE SCHOOL.

Auspicious Opening of the First Institution of the Kind in the South.

[Special Cor. Manufacturers' Record.]

Clemson College, S. C., September 12.

Next Wednesday, September 14, will be a notable day in the history of South Carolina, marking, as it does, the opening of the first textile school in the South, the institution which is now an established department of Clemson College. It may be well to state at the outset that Clemson College is one of the largest and best-equipped institutions of its kind in the Southern States. The object of the college, in conformity with the acts of Congress and of the State legislature, is to give practical instruction in agriculture and the mechanic arts. The college has been brought very prominently before the

upon textile subjects, but will at the same time and along with this special education receive the advantages of a good general education. The first two years are devoted to the study of general principles. In the last two years special applications are made of these principles.

Graduates of this and other institutions or other mature young men of earnest purposes who desire to pursue special lines of work will be given every opportunity that the college affords, upon satisfying the faculty that they are qualified to undertake such courses to advantage. Graduates of colleges whose diplomas show that they have done equivalent work will be regarded as qualified to take and complete the textile course in one year.

Each candidate for admission must be at least fifteen years of age, except where two brothers apply, one being over fifteen and the other not under fourteen.

The rules further specify that certificates of good moral character will be required of all candidates for admission not known to the faculty. If a candidate comes from another college, his certificate must show that he was honorably discharged.

For admission into the freshman class thorough proficiency is required in arithmetic, elementary algebra, English grammar, geography and history of the United States. A preparatory class is provided

son Textile School will be a model for other States to pattern after for years to come. The work of origination, planning and execution could not have been entrusted to a more capable man. Mr. Tompkins has been foremost in the advocacy of textile schools for the South, and it seems fitting that the very first one to be established is to stand as a monument to his hands, heart and head.

The way is now open for the training of experts for the Southern cotton mills.

KICKING AGAINST PRICKS.

Unavailing Opposition to Reform in Handling Cotton.

In a letter to the Vicksburg Dispatch, Mr. R. Derdeyn writes regarding the baling of cotton under the title "That Compress Move; the So-Called Uniform Bale," as follows:

"For years and years that wasteful and unsightly package of merchandise, the American cotton bale, has been, first, a source of complaint from consumers; next, a source of serious loss to producers. The compresses turned a deaf ear not only to complaints of consumers, but when these complaints took the shape of various claims against the badly compressed and wrapped bale, these claims were simply charged to the producer, and the slashing of the bagging and the charges for the privilege of having it done in the way of charges for weighing and sampling merrily went on.

"Harken, though! All at once a mighty compress wail goes through the land. Conventions are held, resolutions are passed, a so-called uniform bale 24x54 is wanted, and quick, too. All ginners are requested, sitotpresto, to change their presses for the coming season so as to make uniform bales 24x54. Mind you, nothing is said of a uniform weight for these bales (if it has been spoken of I have not heard of it), the weight being not the least factor entering into the making of a uniform bale.

"Nor is there a word said about reducing the various charges, now eating the profits of the producer. Vague hints are thrown out that savings will be effected in freight, but no compress or buyer has as yet offered to give or even divide these savings with the producer.

"But what is it that made these slow-going lording-it-all-over-the-whole-South monopolies wake up and jump like a horse spurred an inch deep on both sides by its rider. I hear somebody say the appearance of the round bale struck the compresses in the side.

"No, sir; that isn't it. The round bale itself is an effect of the cause that made the compresses stir.

"What is it, then?

"It is the same cause that displaced the tallow dip with the electric light; the stage coach with the express train; the messenger boy with the telephone.

"It is progress, in its irresistible, triumphant march, noticing poor, deeply-forsaken cotton. It is progress, pointing out that of all things having been improved upon and cheapened, the manner of handling cotton alone has neither been improved nor cheapened.

"The compresses are trying to catch on to that triumphant wagon, but in doing so they uncover—they glaringly expose their complete, their utter uselessness.

"The admission is made that by reducing the gin boxes, a bale can be compressed better—to a larger density. Nothing is said, though, that a box 24x54 will necessarily contain less cotton than a box 28x56. Thus, while it is not said, the compresses are simply maneuvering for smaller bales.

"This being the case, why not reduce the bales still a little more; strengthen the gin-press machinery and compress

them at the gin. This would be true, genuine progress, and a sure enough saving to the farmer.

"While it is in order for such ginners as can do it to change their press boxes, it is still more in order for the ginners to go to work as a unit and investigate this whole press business.

"It should be found out which bale the spinner likes best; whether it is the square bale, the round bale with horizontal layers, or the round bale with spiral layers. They should then go to work on the information received and put in such presses as will produce bales favored by the majority of the spinners.

"In five years the greater part of the cotton will be put in good shipping shape at the gin, thereby saving at least fifty cents per bale to the producer, to say nothing of the saving in sampling and weighing charges, leakages, country damage, and so forth, amounting in all to \$20,000,000 per year."

CHANGING TO FINE GRADES.

Movement Now Under Way in Southern Cotton Mills.

[Special Cor. Manufacturers' Record.]

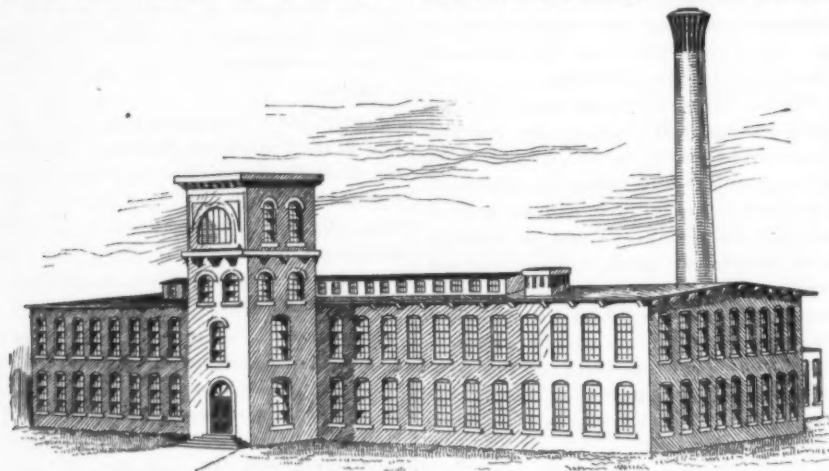
Charlotte, N. C., September 13.

For some weeks past more or less has been heard about the tendency of Southern cotton mills toward the manufacture of finer grades of goods, and the movement in this direction is now fairly under way. This change from the coarser to the finer grades is really the feature of Southern mill news today. While we hear of no new mills being built just now, there are daily reports of old mills putting in new machinery for the manufacture of the finer numbers. The movement in this direction appears to be spontaneous, and it is being entered into upon such an extensive scale that it will soon be the talk of the textile world.

The correspondent of the Manufacturers' Record today had a talk with the manager of one of Charlotte's large supply houses on this subject. He said: "We are daily filling orders for machinery for the finer numbers. One mill after another is securing equipment for this purpose, and it is going to be demonstrated that the South can compete as successfully with New England in the finer class of goods as she has done in the coarser goods. Nearly all our business at the present time is in furnishing improved machinery."

As a further indication of this drift toward the manufacture of finer goods, your correspondent has been shown a list of mills in North and South Carolina that have bought 6000 bales of long-staple cotton from the Mississippi valley for the manufacture of the finer numbers.

Another feature of textile manufactures in the South is a tendency to diversify the cotton products, and it has been shown that the big mills are not the only ones that can make money. The batting, hosiery, towel, webbing and sash-cord factories of Charlotte are doing a prosperous business. The sash-cord factory runs night and day, stopping only for Sunday. This field is being constantly developed, and the newest addition is a factory for the manufacture of ladies' cotton vests, now about ready to be put in operation by Mr. Thomas J. Wilson, in Winston. He will run four body machines, two sleeves and six finishing machines, which will give him a product of eighty dozen per day. He has the advantage of cheap power, cheap labor, and sees his way clear to the ultimate establishment of an extensive plant. He will get his yarn from the Mayo Mills, about thirty miles from Winston, which is said to be making the finest yarns that are spun anywhere in the United States.



TEXTILE SCHOOL, CLEMSON COLLEGE, SOUTH CAROLINA.
D. A. Tompkins, Engineer and Architect.

public recently by reason of the establishment of the textile school, which starts with a complete equipment of the best and most modern machinery in all of its departments. The textile school occupies a building all its own, and which is now completed. The building has much the appearance of a modern cotton mill, and was designed by Mr. D. A. Tompkins, the well-known millman of Charlotte, N. C., who is the engineer and architect of the school. It is built in the most substantial manner, is splendidly lighted and ventilated, and embraces all the more desirable features of that class of architecture.

A committee appointed by the trustees went to Charlotte two weeks ago to meet Mr. Tompkins and confer upon the curriculum. That agreed upon, running through the freshman, sophomore, junior and senior classes, embraces mathematics, English, history, agriculture, descriptive geometry, chemistry, natural philosophy, physics, textile engineering and military science in the theoretical courses, and woodwork, mechanical drawing, free-hand drawing, forge work, drilling, foundry work, chemical laboratory, machine shop and designing in practical courses.

The first two years of the course are the same as those of the mechanical department, all of the studies in which bear directly upon the subject of textile training. The object has been to make a course in which the students will not only be given special knowledge and training

for students not sufficiently advanced for the college classes.

All candidates for matriculation must undergo a medical examination, and will be excluded for consumption or other contagious or communicable diseases, or permanent disability for manual labor or military duty.

The professor for textile engineering has not yet been elected, but will be during the present month. The work, however, will begin Wednesday, regardless of the absence of the textile professor.

Dr. Henry S. Hartzog, the president of Clemson, and Mr. D. A. Tompkins, the engineer and architect of the school, are justly regarded as the leading spirits in the establishment of the first textile school in the South. Professor Hartzog is a native South Carolinian, having been born in Barnwell county in 1866. He got his early training in the South Carolina Military Academy, and later entered the Southern Baptist Theological Seminary at Louisville, taking a two years' course in theology. He was elected president of Clemson in 1887.

Mr. Tompkins is not only one of the best-known engineers in the South, but is one of the best-equipped millmen in the entire country, North or South. The mills which he has built rank among the finest in existence. He is a man of sound and successful ideas, and these he has applied with great particularity in the case of the textile school building and equipment, the result being that the Clem-

The Odell Manufacturing Co., at Concord, is putting in seven revolving top flat cards, and speeders and slubbers. This company's loss at its bleachery by the recent flood was 400,000 yards of goods damaged. A quantity of the goods was saved, but the company estimates its money loss at \$5000.

WADE H. HARRIS.

Senator Tillman's View.

Senator Tillman, of South Carolina, has been visiting the textile centers of New England. At Concord, N. H., he was interviewed by the correspondent of the New York Commercial Advertiser, and in commenting upon the assertion that only cheap goods can be made in the South he said:

"We can make as fine a grade of goods in South Carolina as can be made anywhere. There are only four months in the year that we are obliged to close the windows of Southern cotton mills, while with the Northern mills there are but four months that they can be kept open. The result is that our operatives, for eight months in the year, breathe pure air, while those of the North for an equal period are living in an atmosphere artificially heated, close, unnatural and enervating. Why shouldn't we have superior workmen, and if superior workmen, why not superior work? Our machinery is modern, while that of the North is obsolete. Our operatives own their own homes, while yours are crowded into tenement houses. Can there be any comparison between laborers thus situated? Another thing—the purchasing power of your dollar is growing less, while ours is growing greater. Our laborers are satisfied, yours are not. Ours are growing rich, while yours are growing poor. And there can be but one outcome from all this—your people must sink to the level of European labor or your mills must go South. You Northern people have had a monopoly of the cotton business for years. You must now seek something else. We are going to beat you at it. We have all the natural advantages and you haven't any. You have legislated against everybody and everything to protect your cotton mills, but you cannot legislate God out of existence, nor suspend the operations of nature's beneficent laws. Already the shrewdest capitalists of the North have stopped investing in Northern cotton-mill stocks and are sending their money South."

Cotton-Mill Interests.

The programme for the sixty-fifth meeting of the New England Cotton Manufacturers' Association at the Crawford House, New Hampshire, on September 27-29 includes the opening address by President Stephen A. Knight, of Providence, R. I., and papers on "Linen Manufacture in New England—Its Possibilities and Limitations," by S. N. D. North, Boston; "Discussion on Cotton-Yarn Mill Costs," by William Whittam, Charlotte, N. C.; "Mercerized Cotton," by J. R. Montgomery, Windsor Locks, Conn.; "Southern Cotton Mills and Manufacturing," by Edward B. Wilbur, Newberry, S. C.; "The Manufacture, Use and Care of Loom Harnesses and Reeds," by Joseph H. Kendrick, Providence, R. I.; "Cotton Grading and Mixing," by Arthur Whittam, Orangeburg, S. C.; "Slasher Cylinder Bearings," by Frederick A. Flather, Lowell, Mass.; "Different Values of Cotton Mills," by William F. Sherman, Boston; "The Possibilities of a New Method of Drying Fabrics," by Charles H. Fish, Dover, N. H.; "The Important Features Relating to Ring Spinning and the Cost of Supplies for Plain Looms," by Alfred E. Adams, Whitins-

ville, Mass.; "The Early History of the Power Loom," by Alfred M. Goodale, Boston; "The Relations Between Steam and Water Power," by James G. Hill, Lowell, Mass., and "American Textiles at the Paris Exhibition of 1900."

Doubling a 10,000-Spindle Mill.

The officers of the Crown Cotton Mills, of Dalton, Ga., are now completing arrangements for the doubling of their 10,000-spindle mill, as was recently announced had been decided on.

The plant has now 10,000 spindles, 256 looms and complementary apparatus, and to this will be added 250 looms, six pickers, fifty deliveries of drawing, 10,000 spindles, 225 slubber and 912 speeder spindles, five warpers, six spoolers and an 800-horse-power compound condensing engine. A new building, 124x256 feet, with an "L" of 75x75 feet, will be erected to accommodate the new machinery. When completed the plant will operate 20,000 spindles, 500 looms and complement, and employ 700 operatives. A new warehouse 120 feet square will also be built. The product is about a dozen grades of duck and osnaburg. It is stated that contract for all the machinery has been placed in New England.

Fulton Bag & Burlap Co.

Messrs. Jacob Elsas, A. Denk, Oscar Elsas, Benj. Z. Philipps and Benj. Elsas have petitioned at Atlanta for articles of incorporation of the Fulton Bag & Burlap Co. The capital stock of the corporation is to be \$50,000 in shares of \$100 each, with a privilege of increasing the stock to \$1,000,000. The company will manufacture cotton, jute, ramie, woolen and paper goods of all kinds. It will bleach, dye, print and finish all goods of which cotton, jute, ramie or other fibrous material forms a part, and will have the privilege to erect such mills or other buildings as may be necessary. They desire incorporation for twenty years, with a privilege of renewal at the expiration of that period.

To Add 20,000 Spindles.

The Massachusetts Mills in Georgia is completing arrangements for the large addition of machinery to its plant at Lindale, Ga. The company has decided definitely to add about 20,000 spindles, as was under consideration recently, and the erection of new buildings to accommodate the machinery will be commenced at once. The present three-story, 460-foot building will be extended to 800 feet, and new storehouses and boiler-house will be built. Besides the spindles, 758 new looms will be added. The entire plant will then have an equipment of 50,000 spindles and 1800 looms.

To Operate 5000 Spindles.

Mr. M. L. Gleaton, of Springfield, S. C., recently noted as endeavoring to establish a cotton mill, has completed his arrangements. Instead of building an entire new factory Mr. Gleaton has purchased the Batesburg Cotton Mill, an idle plant at Batesburg, S. C., and considerable new machinery will be installed. As Mr. Gleaton has been asking estimates on a 5000-spindle equipment (excepting power plant), no doubt his intention is to increase the Batesburg plant to that size. The Batesburg mill contains at present 3000 spindles and 100 looms.

Knitting Mill for Monticello, Ga.

A company has been organized to establish a knitting mill at Monticello, Ga. A brick building will be erected and equipped with machinery for the production of hosiery and general underwear. Capacity for hosiery will be 100 dozen

pairs daily. Officers of the company are H. V. B. Allen, president; L. Benton, vice-president, and C. D. Jordan, secretary-treasurer.

Looking to the South.

In a letter to the Manufacturers' Record Mr. William E. Zieber, of Zieber, Herbine & Co., manufacturers of fine seamless hosiery, Reading, Pa., writes that he expects to make the South his home in the future. He has been looking over the situation in North Carolina, though he has not decided positively to settle there. He is anxious to be settled somewhere soon, so as to be in a position to take advantage of the spring trade.

Textile Notes.

Mr. C. H. Weeks, of Macon, Ga., desires to know the name of the mill that produces a cotton worsted called "Midvale."

The erection of either a yarn mill or a hosiery factory is talked of at Newberry, S. C., and Mr. E. B. Wilbur is said to be interested.

The Nantucket Cotton Mills, of Spray, N. C., has placed its order for a plant to light its entire factory by electricity. A system for furnishing 500 incandescent lights will be installed.

Mr. John L. Schroeder has leased the Henrietta Cotton Mills at Washington, La. This plant had been idle several years, but the new owner has put it in operation, running 3000 spindles.

The directors of the Talladega Cotton Factory, of Talladega, Ala., have decided to double the equipment of their mill, which is now 3328 spindles. A warehouse to accommodate 1200 bales of cotton will also be built.

Messrs. Hewett Bros. & Co., of Charlotte, N. C., have decided to engage in the manufacture of cotton-mill supplies. The proposed factory will be located at Greensboro, N. C., and the equipment of machinery required has been purchased.

Mr. J. M. Fulton, of Mt. Airy, N. C., has purchased at court sale a three-fourths interest in the Sparger Cotton Mills at Bristol, Tenn. The sale will be passed upon by the court, and if confirmed the purchaser will generally overhaul the plant and expend \$3000 in new machinery.

The order has been placed for the new machinery for the Statesville Cotton Mills, of Statesville, N. C. As was stated in this department lately, about \$14,000 will be invested in the additional new apparatus, which will include cards, roving machinery and spinning frames. This equipment will increase the plant's capacity about 33 per cent. The product is sheeting, and 6000 spindles and 180 looms are now running.

The Dora Furnace, located in the Pulaski iron district of Virginia, has suspended operations recently for repairs. The furnace was blown out and relined in thirteen days. The work required twenty-five carloads of brick and two carloads of fire-clay, in addition to cement and other material. This is considered a remarkably short time to make repairs of this character.

The work on the cottonseed-oil mill at Taylor, Texas, is progressing rapidly, and it is expected that the mill will shortly be in operation. Mr. Bruce Gerald, the president, and Mr. C. M. Edwards, superintendent, have arrived in the town and are pushing the work forward to completion.

The Chattanooga Cotton Oil Co. is installing several thousand dollars' worth of new and improved machinery in its mill at Alton Park.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., September 13.

The market for cotton oil is dull and easy, with considerable speculation as to probable prices of new oil. At this writing there is a steadier feeling, the gradually increasing export demand adding a little strength. During the week very few bids were made, while old off yellow and off crude were offered freely with no purchasers. The report is current that there is more oil left over than was expected, but nothing definite can be obtained in this respect, as holders generally refuse to furnish figures as to exact holdings. White oil in job lots has been disposed of at 25 to 26 cents, and choice old yellow at 23 cents. A few sales have been made of old yellow at 22½ cents spot, while 22 cents would have bought new oil, November delivery, with 21½ cents best bid for export. For Atlantic crude, bulk, 15 cents is asked. Lard continued weak, but at this writing the market is stronger, having advanced 7½ points, with light offerings of hogs reported. Chicago lard, December delivery, is quoted at 4.92½ cents. Tallow remains dull and unchanged at 3½ cents. Seed is reported to be moving steady at lower prices than a year ago, or at \$6 in Texas and \$6.50 to \$7 at Atlantic coast, reports from the South indicating a 100,000 larger cotton crop than a year ago. New crop seed Atlantic points is damp and unfit for making prime crude, with the result that little crude is on offer. The following are closing prices: Crude, nominal; crude loose, f. o. b. mills, 14 to 15 cents; summer yellow, prime, 22 to 22½ cents; summer, off grades, nominal; yellow, butter grades, 25 to 26 cents; white, 25 to 26 cents; winter yellow, 26 to 27 cents, and salad oil, 28 to 29 cents. Stocks of cotton oil in Southern Europe are yet plentiful, but a good demand, it is expected, will be made by Denmark and other Northern countries. Liverpool refined oil is dull at 15/9. Arrivals from the South amount to 1895 barrels.

Cottonseed-Oil Notes.

The Florence Cottonseed Oil Co., of Florence, Ala., is about ready to commence operations for the new crushing season. The company is buying cottonseed in a number of North Alabama towns.

The opening of the crushing season has created more activity in cottonseed products, and the offerings of old stock are generally light, with prices about steady. Shipments, both domestic and foreign, are light. Receivers' prices at New Orleans are reported as follows: Cottonseed, \$5 per ton of 2000 pounds delivered on river bank from New Orleans to Memphis for good sound seed; cottonseed meal jobbing per carload at depot, \$16.50 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$18.50; oilcake for export, \$18.50 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime oil, crude, 14½ to 15 cents, loose f. o. b. tanks here; in barrels, 16 to 16½ cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 7½ to 10 cents; linters, according to style and staple—A, 3½ cents; B, 3¼ cents; C, 2¾ to 3 cents; ashes, none; refined cottonseed oil, prime in barrels per gallon at wholesale or for shipment, 21½ cents for export; off refined cottonseed oil, 20½ to 21 cents for steamer.

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

CHICAGO AND NEW ORLEANS.

The Western City to Export by Way of this Seaport.

The business men of Chicago are thoroughly alive to the chances presented for trade in the West Indies and the route afforded by way of New Orleans and other Gulf ports. They have made arrangements to send representatives to a meeting which is to be held at New Orleans during the first week in October. Mr. Geo. R. Allen, who represents the National Association of Manufacturers at Chicago, in a recent interview relative to this trade and the benefits to Chicago, is quoted as follows:

"I believe this meeting in October will be very important to manufacturers of Chicago and the West. If necessary the president of the National Association of Manufacturers, Theodore C. Search, of Philadelphia, and a number of the State vice-presidents will attend the meeting, as the objects to be attained are great and will have tremendous effect on the import and export trade in Southern climes.

"At this time nearly 60 per cent. of Mexican exports of coffee, for instance, are consumed in the Middle West and western portion of the United States, while 95 per cent. of it reaches the United States from Mexican points through New York. This seems absurd, especially when one takes a map and sees the unnecessary length of the journey. The vessels carrying this coffee intended for consumption in the western part of the United States actually touch at New Orleans, complete their cargo (of cotton, perhaps), then put out for New York, where the coffee is unloaded and shipped West, while the steamer shoots off for England with its cotton.

"The reason for this absurd proceeding is the fault of New Orleans in not catering to the trade. Each manufacturer there appears to have been acting independently for himself, but they are getting together now, and I believe the conditions will be changed before a great while. The advantages to Chicago will be numerous if this trade is brought into the country through New Orleans.

"One important advantage will be that it will reduce freight rates to the South. At this time sixty-five out of every 100 freight cars that go to the South from here loaded come back empty. The consequence naturally is that the railroads figure rates on these loaded cars on the basis of their returning that great distance without a cargo. Now, if New Orleans makes a bid for that great export trade from Mexico and other countries which is now daily passing in steamers at their very door and going to New York they can get it. The result will be that the Illinois Central freight cars will be coming back to the north loaded. In that event the railroads have promised to reduce the rate south, which is now \$1.06, to the same basis as the Pennsylvania and other lines are now giving between Chicago and New York, namely, seventy-five cents. This is one advantage which will accrue to Chicago by the waking up of the New Orleans manufacturing interests, and New Orleans will profit equally if not greater than Chicago if the present plans are consummated."

Contracts for Government.

According to a dispatch from Washington, it is stated that of the torpedo-boats

and torpedo-boat destroyers for which bids were recently solicited by the government, five of the destroyers will probably be constructed by the Maryland Steel Co., at Sparrow's Point, while several of the torpedo-boats and two destroyers will be built by W. R. Trigg & Co., of Richmond, Va. The Columbian Iron Works, of Baltimore, may also secure a contract for two of the torpedo-boats. These companies were among the lowest bidders for the work. The contracts will be awarded by the government in the near future.

Baltimore's Export Trade.

The agitation in Baltimore in favor of trade with the West Indies has been increased through the efforts of the Merchants and Manufacturers' Association and other business bodies. At a recent meeting in the interest of this trade addresses were made by a number of citizens, and it was announced that the company recently organized, the Baltimore & West Indies Transportation Co., which will maintain a service between Baltimore, Cuba and Porto Rico, intended arranging a tour of inspection and would send a steamship to the principal cities in order to allow representatives of exporting firms to make a thorough investigation of this market. The company referred to was recently described in the Manufacturers' Record. Its president is Mr. Henry A. Parr, president of the Baltimore & Northern Railroad Co. and connected with one of the largest exporting firms in the country. Mr. Nicholas P. Bond is vice-president. He is a prominent official in the Baltimore, Chesapeake & Atlantic. It is expected that the first steamship will leave Baltimore some time in October.

Resuming Service.

The government continues to release vessels chartered at the beginning of the war for the transportation of troops. Among those recently returned to their owners are four ships of the Mallory Line, two of the Ward Line, three of the Merchants & Miners' Transportation Co., two of the Savannah Line, one of the Cromwell Line, three of the Clyde Line, and two of the Lone Star Line. With these vessels, and a number of others which have been chartered, preparations are being made by all the coastwise companies to resume regular service. It is expected that the Savannah Line will have a weekly steamship between Savannah and Boston. The Cromwell Line has already begun sending ships between New Orleans and New York, while the Ward and Mallory lines will begin service between New York, Galveston and Cuba in a few days. The Southern Pacific Company has a fleet of seven vessels running between New York and New Orleans, and, as already stated in the Manufacturers' Record, has given a contract to the Newport News Shipbuilding & Dry Dock Co. for three others.

Faster Battleships.

A dispatch from Washington states that the Navy Department has determined that the three proposed battleships for which bids were recently opened shall have a speed of at least eighteen knots an hour, instead of sixteen knots as originally proposed. It is understood that the shipbuilding companies will be requested to estimate on vessels about twenty feet longer than those for which bids were originally solicited, in order to give more room for the engines. This decision is in accordance with the views of Commodore Geo. W. Melville, chief of the bureau of steam engineering. He has for several years advocated the construction of bat-

tieships of high speed. The correctness of Commodore Melville's theory was shown in the engagement off Santiago, where the Oregon, by her remarkable speed, completed the destruction of the Spanish fleet. Commodore Melville's department designed the machinery for the Oregon as well as on other battleships and larger cruisers which have shown such remarkable efficiency.

In the Interest of Foreign Trade.

Dr. Edmond Kobbe, of the Philadelphia Commercial Museum, has been in the South several weeks in the interest of the museum. As readers of the Manufacturers' Record are aware, the Philadelphia institution is really a bureau of information regarding the general foreign market. Dr. Kobbe is endeavoring to secure a co-operation of Southern business bodies in this work. It is intended to place cards or advertisements of American manufacturers and exporters in all of the principal markets of the world, and the buyer in Montevideo, Sydney, Santiago, Calcutta or any of the other places where these cards are placed can be posted as to the nature of goods manufactured or for sale.

Dr. Kobbe believes that with the money now invested in manufacturing plants and other enterprises the industries of the United States could supply over 120,000,000 of people with all they needed and without working one hour more than at present.

Jottings at the Ports.

It is stated that parties in Norfolk, Va., are interested in about forty large schooners which are engaged in coasting between Southern ports and the North.

It is officially announced that the Lone Star Line of steamships will resume service between Galveston and New York on September 24. The steamer Miami will leave Galveston on the date mentioned.

The steamship Idar has arrived at Charleston, S. C., to take on a cargo of cotton for the European market. She has a capacity of 13,000 bales and will be the first of this year's cotton fleet. The steamship Imani will follow her and take on a cargo of 15,000 bales.

A dispatch from Charleston, S. C., states that business men in that city have received inquiries from a number of correspondents indicating that the latter are ready to send provisions and other export freight to the West Indies as soon as a line is established between Charleston and this market.

The business organizations of Savannah have appointed a committee to confer with the Ocean Steamship Co., also the Merchants & Miners' Company, with the view of obtaining a regular service between Savannah and West Indian ports. The committee consists of the following: J. B. Tiedeman, James M. Dixon and Joseph Ferst.

Cardwell Machine Co.

By inadvertence in last week's Manufacturers' Record, in a report from Richmond, Va., the Cardwell Machine Co., of that city, was alluded to as the Cardwell Implement Co.

The Industrial and Business Association, of Charleston, W. Va., has elected as directors for the year Messrs. F. W. Abney, P. H. Noyes, Geo. F. Coyle, E. W. Wilson, N. S. Burlew, J. F. Daniels, I. Schwabe, John M. Collins, Philip Frankenberg, John L. Dickinson, Chas. Capito, R. G. Hubbard, B. S. Morgan, Frank Payne and J. N. McManamy.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record;

Baltimore, Md., September 15.

The local lumber market is still quiet and transactions during the past week have been lighter than usual. There are a number of dealers and investors absent on their vacation, and it is said that business will not show much more activity during the present month. Receipts of North Carolina pine have been moderate this week, and in air-dried lumber stocks are quite ample for a much better demand than that present today. Boxmakers are only purchasing small lots of lumber to suit immediate wants, and yardmen are not in the market. Planing mills have been buying in larger lots, but at very low prices. Builders are commencing to be busy and will also need lumber of certain grades. The movement in kiln-dried North Carolina pine has shown no expansion in the volume of business, but prices still continue fairly steady for desirable stuff. In white pine there is a fair demand, with values firm and stocks sufficient to supply immediate wants. The hardwood market is also very quiet, with the local demand reduced to a minimum. There is some inquiry from out-of-town buyers, but very little actual business reported. The export trade is not improving, and shippers report the situation quiet here, as well as at ports of the United Kingdom and Continent.

Charleston.

[From our own Correspondent.]

Charleston, S. C., September 12.

Although the movement in lumber is not of great volume at present, there is every indication of a better demand in the near future from both domestic and foreign sources. There is every preparation being made for the accommodation of the general trade of this port, and the work of overhauling the principal docks, repairing and rebuilding and otherwise improving the wharves along the east river front is going forward rapidly. The mills at various points adjacent to this city are generally running on full time, and the demand for lumber has already set in. Prices are about steady for all desirable material, and at the close of the market on Saturday prices were as follows: Merchantable lumber, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. There is a fair demand for shingles at \$4 to \$7 per 1000. The only shipment reported last week was the schooner Clara E. Bergan with 350,000 feet of lumber for New York. There has been considerable discussion in reference to holding a public meeting of citizens to take into consideration the matter of opening up a trade with Cuba and Porto Rico. It is, however, likely that nothing will be done until the return of the commission sent by the city and business houses to ascertain the situation in those islands. Lumbermen here are quite interested in the prospect of a future trade with our newly-acquired territory.

Savannah.

[From our own Correspondent.]

Savannah, Ga., September 12.

The volume of business in nearly all the departments of the lumber trade during the past week has been light. There is, however, a good inquiry for all wood products, and the indications are that the

fall and winter trade will be of considerable importance. At ports adjacent, notably Darien and Brunswick, the lumber and timber industry is showing more activity and shipments for the present month will be larger than usual. At all milling sections in Southern Georgia there is unusual activity, and the various plants along the line of railroads entering this city have a good supply of orders. Prices are firm for desirable lumber and quotations are not materially changed. Prices f. o. b. are as follows: Minimum yard sizes, \$9.50; car sills, \$10; difficult sizes, \$11 to \$12; ship stock, \$15 to \$16; sawn crossties, \$8.25; hewn crossties, 30 to 31 cents per tie, the market closing quiet and firm. Among the shipments during the past week the following are reported: Schooner Fannie L. Child for Boston with 314,102 feet of pitch-pine lumber, and by New York steamers 239,620 feet of lumber and 106,000 shingles. There is a fair offering of desirable tonnage to load lumber, and rates are about steady, without change. Among the charters reported are the following: Schooner Joseph W. Hawthorne, 517 tons, from Brunswick to New York with lumber at \$4.50; schooner C. T. Sibley, 357 tons, from Brunswick to Norwich with lumber on private terms, and schooner W. C. Wickham, 318 tons, from Savannah to Philadelphia with lumber at \$4.25. The sail rates of freight on lumber from this and nearby Georgia ports are from \$4 to \$4.75 for a range including Baltimore and Portland, Me. The fiscal year ending August 31, 1898, shows the shipments of lumber to amount to 40,281,462 feet by steamer, 98,265,094 feet by sail and 7,662,878 feet to foreign ports, making a grand total of 146,209,434 feet for the year, against 126,678,285 feet for the year 1896-97.

Mobile.

[From our own Correspondent.]

Mobile, Ala., September 12.

The movement at this port in lumber and timber is not of the usual volume, and during the past week shipments have been very light. There is every indication, however, of an active fall and winter trade; the mills are generally busy, and the better prices that are asked and realized show an improved tone throughout the general lumber market. There is already a number of inquiries from Cuba, and it is expected that considerable business will develop later on with the West Indies. Timber continues to show a steady tone, and sawn timber, when placed upon the market, will bring 10½ cents per cubic foot, 40-foot basis, while contracts are made at 10½ to 10¾ cents. Cypress logs are in good demand at 6 to 9 cents per cubic foot, according to average. There is a good demand for saw logs, and prices are firm and higher at \$5 to \$7 per 1000 feet. There is a fair demand for hewn timber at 12 cents per cubic foot, basis of 100 cubic feet, average B1 good, while contracts are made at nominal figures. There is very little demand for hewn oak or poplar. During the past week the steamer Acme cleared for Greenock, Scotland, with 132,261 cubic feet of sawn timber and 9909 superficial feet of lumber; schooner Boniform cleared for Runtan, Spanish Honduras, with 85,000 feet of lumber, and schooner Mascot for Truxillo, Mexico, with 33,298 feet. The exports of other woods since the 1st inst. were pitch-pine pickets 275,750 and shingles 10,000. The meeting of the lumber exporters, which was called to meet in the rooms of the Commercial Club of this city last week, did not materialize. There were but a few exporters present, but not enough to organize the meeting. The lack of attendance is thought to have been due to uneasiness about quarantine restrictions.

Beaumont.

[From our own Correspondent.]

Beaumont, Texas, September 12.

The lumber market in this section is at the moment in a very satisfactory shape, and the demand continues quite active for all desirable material. From interior points there is a good inquiry, especially for dimension stuff, and saw mills both here and at outlying points are all busy. The number of orders coming to hand is very encouraging to manufacturers, and during the past week several cargo lots were booked. Prices are very firm for all desirable material, and under the present organization among manufacturers the list of values shows quite an advance compared with the same period last year. Exporters here are already reaching out for West India trade, and mills are sawing for the anticipated trade of Cuba and Porto Rico. Those engaged in the lumber trade at interior points all report an improvement in trade, and holders are very firm in their views and refuse to make concessions in order to effect sales. The export trade from Sabine Pass is increasing very materially, and among the late clearances is the steamer Penarth, which was loaded by the Sabine Export Co. and cleared today for Greenock, Scotland, with over 2,000,000 feet of lumber. A number of vessels are reported to load lumber and timber at the Pass during this month. Mr. J. E. Snelling, one of our local contractors, is about to cultivate the trade of Arizona, and is about to ship a lot of extra long piling as an experiment to Yuma, Ariz. These timbers will be used in bridge work on the southern division of the Southern Pacific Railroad. If the wood gives satisfaction Mr. Snelling thinks that hereafter all the piling used by the Southern Pacific will be purchased in this territory. Two of the largest lumber deals known in this section in a long time have just been made between the Industrial Lumber Co. of this city and the Texas Pine Land Association and the Cow Creek Tram Co., the former company coming into possession of the saw mills, planers, dry-kilns and stocks of lumber of the latter companies. The Texas Pine Land Association's mill plant is situated at Silsbee and the Cow Creek Tram Co.'s plant at Call, both on the Gulf, Beaumont & Kansas City Railroad. The stock in the yards at Call will run up to 10,000,000 feet, and Silsbee also has a great lot of lumber on hand. The gentlemen comprising the Industrial Lumber Co. are men full of energy and pluck, and their new purchases are in the midst of the virgin pine belt, with good shipping facilities. The mill at Call is new, and the Silsbee plant has recently been put in fine repair.

Lumber Notes.

The saw mill of H. B. Blagg in Mason county, West Virginia, together with all the surrounding timber and railroad ties, was destroyed by fire last week. There was no insurance.

The steamship Penarth, which was loading lumber last week at Sabine Pass, cleared with over 2,000,000 feet for a European port. The cargo was furnished by the Sabine Export Co.

The shipments of lumber from the port of Savannah for the year ending August 31 amounted to 146,209,434 feet, against 126,678,285 feet for the year 1896-97. The shipments of crossties amounted to 10,432,066 feet.

The schooner Governor Ames, a five-masted vessel, arrived at Savannah last week and will take on a cargo of lumber furnished by Dixon, Mitchell & Co. and the Georgia Lumber Co. She will carry out over 1,500,000 feet.

The J. W. Bartley Woodworking Fac-

tory and Planing Mills at Lake Charles, La., were burned on the 7th inst. The loss on the mill proper is estimated at \$8700, with \$3700 insurance; loss on material and tools \$700, with insurance \$300.

With a capacity of 25,000 feet of lumber per day the Kyle Lumber Co.'s mills at Gadsden, Ala., are now taxed to their utmost to fill contracts. The company has a large government order, and also a number for woodworking concerns throughout the country.

The total shipments of lumber and timber from Mobile for the month of August, reduced to superficial feet, were as follows: Sawn timber 14,397,000 feet, hewn timber 1,553,000 and lumber 7,261,000 feet, making a total of 23,211,000 feet, valued at \$207,100.

Wakefield's Handle Factory at Saltillo, Tenn., has recently put in a number of improvements, and is now running on full time. The company's shipments extend all over the country, and on account of the extra quality of hickory found in that section the company has orders which go direct to Europe.

The Industrial Lumber Co. of Beaumont has just purchased the saw mills, planers, dry-kilns and stocks of lumber belonging to the Texas Pine Land Association and the Cow Creek Tram Co. The Texas Pine Land Association's mill plant is located at Silsbee and the Cow Creek Tram Co.'s plant at Call, both on the Gulf, Beaumont & Kansas City Railroad.

Col. William Cameron, the lumber king of Waco, Texas, has just closed a deal by which he has acquired a controlling interest in the Jeanerette Lumber & Shingle Co., of Jeanerette, La., on the Southern Pacific Railroad. This company was capitalized for \$150,000 by the Wilson Bros. as chief owners. Colonel Cameron will immediately reorganize the company, build another mill and improve and enlarge the general capacity of this great enterprise.

A deal was completed last week in Decatur, Ala., by H. B. Scott for the local owners and Charles D. Gates, general manager of the Turner, Day & Woodworth Manufacturing Co., of Louisville, Ky., by which the last-named company becomes the owner of a portion of the Hinds estate in Decatur, upon which the company proposes to erect a handle factory. Orders for the mill sheds have been placed with J. D. Jervis, of Decatur, and all the machinery has been ordered from Louisville.

It is stated that Messrs. B. P. Jones and J. R. Sanders, two prominent capitalists of Valdosta, Ga., are about to organize an enterprise to develop large timber interests in West Florida. The company represented by Messrs. Jones and Sanders has been organized at Valdosta principally by local capitalists, with a capital of \$300,000. The company will establish headquarters in Mobile, Ala., which is easily accessible to its 180,000 acres of round timbered land in Washington and Calhoun counties, Florida.

A brochure prepared and published in Chicago, Ill., in the interest of the maple flooring manufacturers, and simultaneously to other lumber and architect journals, has been received. Its contents invite the attention of architects to the comparatively low cost of maple flooring. The rules for grading maple flooring are also carefully enumerated. This treatise on the "Maple of Commerce" is invaluable, as it contains reproductions from the pen of Mr. George Hotchkiss, of Chicago, a recognized expert in structural forestry products.

The Southern Railway has a fine exhibit at the Pittsburg Exposition. The resources of the Southern States are ar-

ranged in an artistic manner quite original. The timber and lumber exhibit is unusually full and interesting. Sections of large trees, representing the growth of the Southern forests, are shown. Among the specimens of woods shown are maple, black walnut, red elm, yellow plum, white oak, hickory, poplar, apple, red cedar, red oak, curly maple, curly ash, mountain cherry, buckeye, mulberry, locust, persimmon, holly, black gum, yellow cypress, sourwood, curly pine, beech, red and white birch, white spruce, chestnut oak, post oak, black ash, white pine, dogwoods and other specimens.

PRODUCTION OF PYRITES.

Substitution of It for Sulphur in Certain Manufactures Increasing.

In his report on the production of sulphur and pyrites in 1897, Mr. Edward W. Parker, statistician of the division of mineral resources of the United States Geological Survey, says that, compared with the domestic consumption of sulphur, the production of this country continues to be of small proportions. The largest production of sulphur in this country, as far as the records show, was 5260 short tons, valued at \$87,200, in 1896, the average yearly production for six years previous having been 3272. The increased output in 1896, he says, was due to the operations of the Frasch process in Louisiana, which consists in melting the sulphur by superheated water and pumping or forcing into the surface. The principles of the "air-lift" pump have recently been applied to this enterprise. The works in Louisiana, which produced about 80 per cent. in 1896 of the total product, were shut down the greater part of 1897. He says that owners of sulphur deposits in Western Texas have been actively pushing the work of thoroughly prospecting locality. Sulphur deposits in Eastern Texas, in the vicinity of Beaumont, have attracted attention, and plans have been made for development.

The substitution of iron pyrites for sulphur in the manufacture of sulphuric acid continues to increase. The report says: "Iron pyrites is found in nearly every one of the United States, but it has not been mined on a commercial scale in more than six. Next in importance are the Davis mines, in Franklin county, Massachusetts. Prince William county is another producing locality in Virginia. Ninety per cent. of the production is obtained from these three localities. Some pyrites ore was produced in Tennessee in 1897, and about 10,000 tons used in the manufacture of sulphite pulp were mined in New York. Ohio is credited with a small product obtained in the sulphur band occurring in the coal seam. It is separated from the coal and shipped to acid makers in Cleveland. Deposits in the vicinity of Hot Springs, Ark., mention of which has been made in previous reports, are being exploited."

Connecting to America.

An important firm in the English Midlands is obtaining quotations on steel ship plates and boiler plates manufactured in the United States, in lots of about 400 tons each. The trade of the firm is on the Continent, and the managers realize that, in the competition for that business, they must make American connections. Stress is laid on the necessity of cheap freight rates from the point of manufacture to the seaport, and from the United States to Europe.

Secretary J. B. Gibson, of the Commercial Club of Birmingham, favors the creation of the office of commissioner of immigration for Alabama.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., September 15.

In the local phosphate market there has been some business during the past week, but transactions are of moderate volume. Manufacturers are not buying freely, but from out of town there has been a good inquiry, while values are firm. Reports from points of production are very favorable and the work of development is generally of a vigorous character. Among South Carolina river miners there is considerable activity, and the demand for phosphate rock is fairly active, with prices about steady at \$3 for undried f. o. b. Ashley river and \$3.25 to \$3.45 for air-dried. In Florida there is considerable stir among both land rock and pebble miners, and the output among the former is larger than usual. Want of proper mining facilities, however, has retarded shipments from some of the Florida ports. There are a number of vessels loading Florida rock at Fernandina, Tampa and Punta Gorda, and shipments for the present month will be above the average. There is a fair offering of tonnage and vessels to load phosphate at Florida and South Carolina ports are in better demand. In New York during the past week the following charters were reported: British steamer Roda, 1588 tons, from Fernandina to Stettin with phosphate at 19/9, September; British steamer Glenisle, 1248 tons, from Tampa to Rotterdam with phosphate at 18/3, if St. Nazaire 18/9, September; British steamer Gallina, 1135 tons, from Tampa to St. Nazaire with phosphate at 18/6, September; a British steamer, 1250 tons, from Pomeran to Savannah with sulphur at 9/9, September-October; British steamer, 1200 tons, same voyage, at 10/3, option Charleston or Port Royal, October, and schooner Adele Thackera, 516 tons, from Baltimore to Charleston with kainit at 85 cents, and back with phosphate rock at \$1.75.

Fertilizer Ingredients.

The market for ammoniates shows a fairly steady tone, while the volume of transactions does not show much expansion. There is very little demand from Eastern or Southern sources, and manufacturers are not in the market to any extent. In the West considerable business is reported and prices are generally firm. Sulphate of ammonia is easier on liberal offerings, with prices not quotably lower. Receipts of nitrate are liberal and stocks more than ample for the demand, while prices are lower.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	\$2 60 @	—
Nitrate of soda	1 70 @	1 80
Blood	1 85 @	—
Hoof meal	1 70 @	—
Azotine (beef)	1 80 @	—
Azotine (pork)	1 80 @	—
Tankage (concentrated)	1 65 @	—
Tankage (9 and 20)	1 75 @	10
Tankage (7 and 30)	17 00 @	17 50
Fish (dry)	20 00 @	—
Fish (acid)	12 00 @	—

Phosphate and Fertilizer Notes.

The schooner Luther T. Garretson cleared from Charleston, S. C., last week for Baltimore with 851 tons of acid phosphate, and the shipments since the 1st inst. to domestic ports have been very light.

The phosphate business in Florida is at the moment more active than for some time past at the mines. The demand for rock is said to be increasing, while in certain mining districts facilities for getting out deposits are insufficient, causing a delay in shipments. At Port Tampa on the 1st inst. there were two English steamers loading rock and seven more

due within ten days. There is also a good coastwise trade, large shipments going north by schooners.

The shipments of phosphate rock from the port of Savannah for the year 1897-1898 amounted to 70,540 tons, against 99,078 tons for the year 1896-97. The phosphate business for the last fiscal year was very much restricted by the war with Spain, the advance in freights and scarcity of vessels, which lessened shipments very materially. The prospects for a large business in shipments for the present year are very favorable. A large number of orders for phosphate are already on file, and the business of late September and October is expected to be of greater volume.

The manufacture and shipment of fertilizers from the port of Savannah for the fiscal year ending August 31, 1898, reached a fair volume in the face of several disturbing elements in the industry. The Savannah News, in its annual review of the commerce of the port, says: "Notwithstanding the removal of several factories from the coast to the interior, and the diversion of the fertilizer interests from seaport cities to towns situated directly amidst the territory which consumes the most of the manufactured product, Savannah held her own and even showed an increase in the amount of exports during the past season. The amount of fertilizers shipped over the railroads and steamboat lines during the past season closely approximate 100,000 tons, the largest amount shipped during a single season from this port. There are only three factories left in Savannah, and these have shown their energy and enterprise in maintaining their business under circumstances that were aggressive in the extreme." The following shipments through various channels for the year 1897-98 are reported: Central of Georgia Railway, 50,436 tons; Georgia & Alabama Railway, 12,048 tons; Plant system, 29,698 tons; Florida Central & Peninsular Railway, 4248 tons; Savannah River Boat Line, 3500 tons, making a total of 99,930 tons, against 96,919 tons for the year 1896-97.

TRADE NOTES.

Injunction on Box-nailing Machines.—Wm. S. Dolg, of Brooklyn, N. Y., manufacturer of box-nailing machines, announces that he has succeeded in obtaining an injunction against various parties who, it is claimed, have been utilizing his invention. One of the special points of this machine is an automatic feeder, which has attracted much attention from the trade.

Mill Site.—In another column will be found a notice of the sale of a mill site which is well worthy of examination by those interested in manufacturing. It is located opposite the city of Columbia, S. C., on the Congaree river, and but a short distance from the famous power-house of the Columbia Water Power Co. The site is especially adapted for cotton manufacture, but can be utilized for nearly any kind of industry.

Cotton Machinery.—The Everett Mills, Lawrence, Mass., has placed an order for fly frames with the Saco & Pettie Machine Shops, of Newton Upper Falls, Mass. These shops are also furnishing a large order of roving frames for the York Manufacturing Co., Saco, Me., while the Lancaster Mills, of Clinton, Mass., has placed an order with them for revolving flat cards. The Lawrence Duck Co., of Lawrence, Mass., has placed an order also for 45-inch cards.

Entertained by Westinghouse.—One of the features of the visit of the National Association of Stationary Engineers at Pittsburg was their entertainment by the Westinghouse companies. What was known as the Westinghouse Day was observed by a visit to the plant of the Westinghouse Machine Co., where the elaborate apparatus used was fully inspected. The companies were entertained at a banquet served in the shops. About 600 engineers were at the banquet.

Textile Machinery.—Onelta Knitting Mills, Utica, N. Y., is using the Scott & Williams' eight-feed plain machine, with the new inserted-wall cylinder, and is highly pleased with the fabric produced. Pilling & Madeley, of Philadelphia, have added to their hosiery plant Scott & Williams' seven-eighths automatic seamless hosiery machines, and Harrisburg (Pa.) Knitting Mill has just added eight of the Scott & Williams' seven-eighths automatic seamless hosiery machines.

Hardware Specialties.—The Hartzell Novelty Works, of Alliance, O., has decided to enlarge its present facilities, and its stockholders have formed an organization for the manufacture of hardware specialties. The products from these works have a wide reputation throughout the country, and hardware dealers generally will be interested in knowing of the plans of the new corporation. The store and library shelving and other specialties made by the company have had a very large sale in the past.

Bacon Air Lift.—The Bacon Air Lift Co., 100 Broadway, New York, has met with remarkable success in the South. It has established plants for lifting water in the principal Southern cities, and has, among other contracts, secured the following: The Exchange Hotel, Montgomery, Ala.; Port Gibson Water Works, Port Gibson, Miss.; Mobile & Ohio Railroad, Montgomery, Ala.; Graves County Water & Light Co., Mayfield, Ky.; Monticello Water Works, Monticello, Ark.; Artesian Water Co., Memphis, Tenn.; city of Marion, Ala.; city of Brenham, Texas; city of Fitzgerald, Ga.; city of Waycross, Ga., and a plant at Stetson, Fla. The Bacon Company has also been very successful in establishing plants in France and England.

Record of a Cableway.—The Lidgerwood Manufacturing Co., New York, furnished recently a small traveling cableway for use in the construction of fortifications at Fort Pickens, Fla. Lieutenant Jervey (engineer in local charge) has been able with this cableway to handle an average for fourteen days of 880 tons per day, the maximum day's work being 1000 tons. The record of each day's work in skips (average weight of each skip two and one-fifth tons) was: June 14th, 343; 16th, 371; 17th, 364; 18th, 368; 20th, 342; 21st, 301 (two hours' delay); 22d, 406; 23d, 364; 24th, 416; 25th, 440; 27th, 416; 28th, 448; 29th, 464; 30th, 440, making a total for fourteen days of 5483. This record is remarkable in that the capacity is so large considering that the size of the load is so small, and it illustrates the advantage which frequently occurs of running a light load fast, instead of a large load slowly.

Benefit to Horseshoers.—It has been a common complaint among the horseshoers for many years past that their rasps have defect of being soft, and, therefore, not lasting long. The Nicholson File Co., of Providence, R. I., has worked upon this problem for a considerable time, and has within the past few months placed upon the market a horse rasp which is strong in the respects noted. The secret of its patents is that its rasp-punching machine handles steel of high carbon, and this steel, when tempered by the Nicholson Company's own perfected processes, is naturally much harder and more durable. The rasp has the additional strong points of being replete with sharp tooth points, which make it work easily and quickly; at the same time the tooth does not clog. The shoers of this country and abroad have quickly recognized the merits of the rasp and a large sale is already secured.

Long Transmission Plant.—The Westinghouse Electric & Manufacturing Co. has secured another contract for a long-distance transmission plant, which is to be built for the Snoqualmie Falls Electric Power Co., of Snoqualmie Falls, Wash. The power station is to be located at Snoqualmie Falls, forty-five miles from Tacoma and thirty-one miles from Seattle, to which places the current is to be transmitted and then utilized by Westinghouse motors. The contract involves the building of four three-phase rotary armature generators, having a normal aggregate capacity of 6000 kilowatts, and which are to be direct connected to water-wheels; two 75-kilowatt kodak exciter dynamos, also to be direct connected to water-wheels; high and low potential switchboards for main power station and substations at Seattle and Tacoma, involving seventy-six marble panels, with all necessary instruments, switches, etc.; high-tension oil-insulated static transformers, having an aggregate capacity of 10,875 kilowatts; rotary transformers, with a total output of 2700 kilowatts, and six type "C" motors, developing 1600 horse-power, with adequate lightning protection at both ends of the line.

These machines when installed will make available for industrial, railway and lighting purposes the power of Snoqualmie Falls. The line potential will be 25,000 volts, and its current will be carried over bare aluminum wires to substations, where lowering transformers will sufficiently reduce the voltage for safe transmission within the corporate limits of the two cities.

Reduced Rates to Boston via Pennsylvania Railroad, Account Sovereign Grand Lodge, I. O. O. F.

On account of the meeting of the Sovereign Grand Lodge, I. O. O. F., at Boston, Mass., September 19 to 24, 1898, the Pennsylvania Railroad Co. has arranged to sell excursion tickets September 16 to 20, inclusive, from all ticket stations on its line, to Boston, at rate of single fare for the round trip. Tickets will be good to return until September 30, 1898, inclusive, when properly stamped by the joint agent.

What to See in the Mountains on the Low Rates.

That the mountain regions of Northern New Hampshire are famous is evidenced by the thousands of visitors who annually seek the section for a season of recreation and rest. It matters not to what portion of the mountain region you go, for you will never be dissatisfied, as the variety and extent of scenic attractions is unlimited and your expectations, no matter how ambitious, are more than fulfilled.

Several hundred square miles of mountain peaks comprise the White Mountain region, and of the scores of resorts located in its midst space permits mention of but a few of the largest.

Many consider the vicinity of Dixville Notch the most beautiful part of the White Hills. The view of the surrounding territory is very beautiful, for lakes, mountains, brooks and ravines are everywhere around, making an interesting landscape. In the Franconia region one finds many odd though beautiful attractions. There the Old Man of the Mountain stands guard over a galaxy of wild, though particularly impressive bits of nature work. There is Cannon Mountain and Eagle Cliffs and Mount Lafayette and Agassiz and Cleveland, while a short way off is Cherry Mountain, The Twins and the Presidential Range, while natural curiosities like The Basin, The Plume, The Pool, and Echo Lake and Profile Lake, are well worth visiting. Then, of course, all who go to the mountains want to visit the Wonderland of New England, as that famous mountain pass, Crawford's Notch, is termed. Everything there is in its primeval state, and charming cascades, rushing forest stream and gigantic mountains make it the ideal place for the tourist, as well as the one seeking rest.

Fabyans, in the very heart of the mountains, with Mount Pleasant and Twin hard by, is in a region replete in alluring features, and one needs but a visit there to make him a mountain enthusiast. Mount Washington is the highest of any of the White Mountains, and its summit is reached by a railroad. The journey occupies nearly two hours, and there is not a moment but what is interesting, and the outlook is something grand. Jefferson is a pretty place, and the same can also be said of Whitefield and Lancaster. Bethlehem and Maplewood have many leading characteristics, but perhaps the most famous of them all is its renowned atmosphere, which is particularly helpful to hay fever sufferers. Besides its glorious sunsets, Sugar Hill has from its location an unobstructed view extending from Mount Washington on one side to Camel's Hump on Lake Champlain, and the mountains that border the Canadian shore of Memphremagog. North Conway and Intervale and Bartlett and Glen and North Woodstock are equally attractive as pleasure resorts, and at any of them you will find excellent accommodations, for the mountain hotels are every one of them models.

Beginning September 10 and continuing until about the 8th of October, the Boston & Maine Railroad will place on sale at many of its leading stations reduced-rate tickets to all points in the mountains. The choice of several routes will be allowed, and for information apply to any station ticket office. Send to the general passenger department, Boston & Maine Railroad, Boston, for the book "What to See in the White Mountains."

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted." In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Decatur—Handle Factory.—Turner, Day & Woolworth Manufacturing Co., of Louisville, Ky., has purchased site at Decatur and will begin at once the erection of a \$50,000 plant, with a capacity of 1,500,000 handles per month.

Ensley City—Coke Ovens.—The Semet-Solway Co. is putting in operation another battery of thirty ovens, making sixty in operation at present.

Ensley—Brick Works.—The Ensley Brick Works, recently completed, with a capacity of 20,000 bricks per day, is being enlarged to increase the daily output to 40,000 bricks.

Ensley—Wire-rod Mill.—It is reported that in connection with the steel mill which is being erected by the Alabama Steel & Shipbuilding Co., there will be constructed a wire-rod and wire-nail mill. This mill, however, is a different corporation, composed of Chicago, Cleveland and Joliet capitalists, who will expend not less than \$1,200,000 in the erection of the plant. This is the plant recently reported as to be erected at a cost of \$800,000.

Fort Payne—Land and Industrial Company.—The Fort Payne Land & Industrial Co. has been incorporated to succeed the DeKalb Co., with Stephen L. Tingley, of Providence, R. I., president and general manager; Gen. M. C. Butler, Washington, D. C., first vice-president; Gen. C. M. Shelly, Birmingham, Ala., second vice-president; Cyrus D. Harp, Providence, R. I., treasurer; David J. Sinclair, Fort Payne, general agent. Address for information David Sinclair.

Montgomery—Cordage Factory.—It is reported that the Alabama Cordage Co. will put in new machinery.

Talladega—Cotton Mill.—The Talladega Cotton Factory will double the equipment of its mill, as reported recently; present equipment is 3328 spindles.

Tusculum—Water Works.—The construction of a \$25,000 system of water works is contemplated. Address "The Mayor."

Pine Bluff—Mercantile Company.—The J. B. Simon Co. has been organized, with Joe Simon, president; Samuel Fies, vice-president, and J. B. Simon, secretary and treasurer.

urer, for the purpose of conducting a general clothing and furnishing business; capital stock \$5000.

ARKANSAS.

Fowler—Transportation Company.—The Carden Bottom Packet Co. has been incorporated to conduct a general transportation business by J. N. Stone, J. H. Stubbs, Frank Morgan and others; capital stock \$10,000.

Little Rock—Telephone System.—The American Telephone & Telegraph Co., recently reported as incorporated, has received franchise to construct a telephone system.

FLORIDA.

Bronson—Tobacco-curing and Packing Plant.—Mrs. H. C. Vezey is preparing to erect a large tobacco-curing and packing plant near Bronson.

Calhoun County.—A \$300,000 company has been organized for the development of 18,000 acres of round timbered lands in Washington and Calhoun counties. The company will establish headquarters at Mobile, Ala.; B. P. Jones and J. R. Sanders, proprietors of the Valdosta (Ga.) Guano Works, are said to be interested and can be addressed for information.

Jacksonville—Commission Company.—The Baker & Holmes Co. has been incorporated, with J. Dobbin Holmes, president; John D. Baker, vice-president; Benjamin F. Bowen, secretary, and R. C. Rorbeck, treasurer, to conduct a general grain and provision business; capital stock \$50,000.

Oxford—Woodworking Factory.—Pomeroy & Baum have put their plant in operation, having been closed down for repairs.

Plant City—Cigar Factory.—J. Vandyke will erect a cigar factory.

Plant City—Woodworking Factory.—The Warnell Lumber & Veneer Co., of Warnell, is removing its plant to Plant City, where it will reopen on a larger scale about October 1.

Tallahassee—Canning Factory.—A canning factory will be established. Address Charles A. Choate.*

Tampa—Brewery.—The Florida Brewing Co. is installing new machinery by which it will quadruple its output.

GEORGIA.

Americus—Foundry and Machine Shops.—J. R. Cook & Son has been incorporated, with a capital stock of \$50,000. This is the firm mentioned during the week as to remove its foundry and machine shops from Oglethorpe.

Atlanta—Electric-light Plant.—The city council has passed a resolution to hold an election upon the proposition for the owning of a municipal electric-light plant. Address "The Mayor."

Atlanta—Electric Plant, Fireproof Vaults, etc.—The directors of the Chamber of Commerce have authorized a committee to contract for the erection of a number of fireproof vaults in the city hall, and have also adopted a resolution instructing the committee recently appointed to investigate and report on the advisability of substituting electricity for steam as the motive-power for running the elevator.

Atlanta—Cotton, Woolen and Paper Mills. Jacob Elsas, Benjamin Z. Phillips, A. Denk, Oscar Elsas and Benjamin Elsas have incorporated the Fulton Bag & Burlap Co., with a capital stock of \$50,000, for the purpose of manufacturing cotton, jute, woolen and paper goods of all kinds, including the manufacture of bags of every description.

Barnesville—Whip Factory.—W. A. Graham contemplates establishing a plant for the manufacture of whips.*

Beach—Turpentine Still.—J. R. Taylor is preparing to erect a turpentine still near Beach.

Gainesville—Gold Mines, etc.—J. W. Woodward, of Dahlonega, Ga., has sold to W. R. Walker, of New York, a tract of gold-mining lands in Gainesville, which he will develop, and is having a 10-stamp mill made for that purpose.

Georgiana—Bakery.—James Wallace will erect a bakery.

Lindale—Cotton Mill.—The Massachusetts Mills in Georgia is now completing arrangements to install the 20,000 additional spindles recently reported as decided on. An extension of several hundred feet will be erected to the present three-story building; also more storage-houses, new boiler-house,

etc.; also 758 new looms will be installed, which will give the plant a total equipment of 50,000 spindles and 1890 looms.

Macon—Electric-power Plant.—The Macon & Indian Springs Street Railway Co., recently reported as having in view the erection of an electric-light plant, has purchased the electric-light plant of the Macon Gas Light & Water Co. and has made arrangements for the erection of additional buildings, which it will equip with an entirely new plant.

Monticello—Knitting Mill.—A company has been organized to erect, equip and operate a mill for hosiery and general underwear, capacity to be 100 dozen pairs of garments daily. H. V. B. Allen is president and C. B. Jordan, secretary. The latter can be addressed.

Savannah—Drainage.—The city council has contracted with Miles & Brandt at \$151,170.90 for the completion of the house-drainage system.

KENTUCKY.

Covington—Pumping Station.—Contracts are about to be let by the South Covington & Cincinnati Street Railway Co. for the machinery, pumps, engines, pipes and valves for a pumping station of 4,000,000 gallons daily capacity; also for the sinking of a well 14x77 feet, with an intake to Licking river three feet in diameter and 225 feet in length. Specifications and drawings for the above and all information desired can be obtained from A. C. Harrington, engineer in charge of the Newport Power Station, Newport, Ky.

Fulton—Gas Plant.—Charles Gregory has applied for franchise to establish a gas plant and will organize a company for the purpose of operating same.

Louisville—Asphalt Street-repair Plant.—The board of aldermen has passed an ordinance providing for the establishment of an asphalt street-repair plant by the board of public works.

Middlesborough—Steel Mill.—The Watts Steel & Iron Syndicate is building an addition to its plant; additional buildings will be erected and equipped with machinery for a 22-inch mill, machinery having been ordered; besides this addition, another 10-inch mill is being considered, and plans and other details are being arranged for it.

Oil City—Salt Plant.—John H. Compton, of the Interstate Petroleum Co., of Providence, R. I., and operating an oil refinery at Oil City, is putting in a plant for the manufacture of salt.

Owensboro—Tobacco Factory.—W. H. Clark & Co. are increasing the capacity of their tobacco factory.

Owensboro—Tobacco Factory.—Turpin & Wood are increasing the capacity of their tobacco factory.

Winchester—Telephone Company.—The East Tennessee Telephone Co. has petitioned the city council for franchise to construct a telephone system.

Winchester—Laundry.—A. Guadinger and John D. Poynter have purchased and will operate the Winchester Power Laundry.

LOUISIANA.

Crowley—Rice-milling Company.—Joseph Flash, Seeley T. Pulliam, Carl Hetzel, Chas. Brown, Alfred T. Moore and others have incorporated the Southwestern Louisiana Rice Milling Co., Limited, with a capital stock of \$15,000, for the purpose of milling and storing rice, to establish warehouses for storing rice, etc.

Houma—Electric-light and Power Plant.—The town council has granted a franchise to Wilson & Jastremski, of the Houma Ice Factory, to operate an electric-light and power plant.

Jeanerette—Lumber Mills.—Col. William Cameron, of Waco, Texas, has purchased a controlling interest in the Jeanerette Lumber & Shingle Co., and will immediately reorganize the company, erect a new mill and improve and enlarge the general capacity.

Jennings—Irrigation System.—S. J. Johnson, a local capitalist, and G. L. Elken, of Mayville, N. D., have purchased of the A. L. & T. Co. 4000 acres of rice lands near Jennings. The property will be improved by the construction of canals and a large pumping plant sufficiently large to irrigate not less than 6000 acres of rice. The investment at the start will be not less than \$75,000.

Lake Charles—Furniture Factory.—The Bartley Furniture Factory, reported as

burned, will probably be rebuilt; loss on burned plant \$10,000.

New Orleans—Ice Factory, etc.—The Columbia Brewing Co., recently reported as incorporated, has petitioned the committee on public improvements for permission to erect a plant, machinery, etc., for the manufacture of ice and beer.

MARYLAND.

Butler—Church.—The congregations of Dover and Falls churches will erect a new edifice. Address "The Pastor."

MISSISSIPPI.

Aberdeen—Water Works.—A system of water works will probably be constructed. Address K. P. Houston, clerk.

Georgetown—Bridges.—Plans have been prepared for the construction of two iron bridges across the Pearl river at Georgetown and Rockport. Address board of supervisors for information.

Gulfport—Canning Factory.—A \$20,000 company will be formed for the establishment of an oyster, fish and vegetable cannery; A. L. Thornton can be addressed for information.*

Laurelhill—Bridge.—A new iron bridge will be constructed at Kerr's Mill, over Christians creek; contract not as yet awarded. Address "County Commissioners."

Rockport—Bridges.—Plans have been prepared for the construction of two iron bridges across the Pearl river at Rockport and Georgetown. Address board of supervisors for information.

Shaw—Mercantile Company.—The Shaw Mercantile Co. has been incorporated by J. W. Welleman, F. M. Hanks, J. H. Wilson and others with a capital stock of \$25,000.

Ways Bluff (not a postoffice)—Saw Mill.—W. A. Frost and associates, of Shelbyville, Tenn., will establish a saw mill at Ways Bluff, as recently reported; mill will cost about \$2000 and employ from fifteen to twenty operatives.*

MISSOURI.

Columbia—Sewerage System.—An election will be held on September 28 to decide the issuance of \$25,000 of bonds for the construction of a sewerage system. Address "The Mayor."

Jefferson County—Glass Works.—Capital has been subscribed and large glass works to employ 1000 operatives will be erected. For information address Thomas F. Sneed, president St. Louis, Fenton & Southwestern Railway Co., St. Louis, Mo.

Kansas City—Phonograph Company.—The Edison American Phonograph Co. has been chartered, with a capital stock of \$20,000, by W. A. Remfret, T. J. Kuth and J. H. Foster.

Nevada—Electric-light and Gas Plant.—The city council has granted franchise to J. B. Quigley & Co. for the erection of an electric-light and gas plant.

Poplar Bluff—Hardware and Furniture Company.—The T. F. Ray Hardware & Furniture Co. has been incorporated, with a capital stock of \$7200, by Byrd Duncan, Thomas F. and C. A. Ray.

Salem—Roller Mills Company.—The Salem Roller Mills Co. has been incorporated, with a capital stock of \$7500, by E. B. Smith, M. L. Clark and W. F. Smith.

Shelbina—Electric-light Plant.—It has been decided by popular vote to issue \$5000 of bonds for the purpose of increasing the power of the electric-light plant. Address "The Mayor."

St. Louis—Cream Company.—Chartered: The Acme Cream Co., with a capital stock of \$25,000, by M. F. Ruler, William Heyman, Alexander Young and others.

St. Louis—Copper Company.—The Missouri Copper Co. has been incorporated by D. P. Doak, T. A. Johnson, S. H. West and others with a capital stock of \$100,000.

St. Louis—Spice Company.—Chartered: The Goddard-Lepree Spice Co., with a capital stock of \$25,000, by G. H. Goddard, W. H. Lepree, M. B. Shelley and others.

St. Louis—Real-estate Company.—The Holy Real Estate Investment Co. has been incorporated, with a capital stock of \$4500, by James W. Metcalfe, B. P. Many, Charles Heyward and others.

St. Louis—Manufacturing Company.—The W. A. Miller Elevator Manufacturing Co. has been incorporated, with a capital stock

of \$5000, by W. A. Miller, Walter Lasar, W. Hackman and others.

St. Louis—Tobacco Company.—Chartered: The Dwire Tobacco Co., with a capital stock of \$200,000, by W. S. Warfield, Frank U. Meyer, William T. Dwire and J. N. Love.

St. Louis—Improvement Company.—The Ferguson Heights Improvement Co. has been incorporated by John A. J. Shultz, John A. Ferguson, Marshall B. Ferguson and others with a capital stock of \$50,000.

NORTH CAROLINA.

Apex—Canning Factory.—The Apex Canning Co. will erect a cannery, 40x70 feet, two stories, and to cost about \$3000, as reported lately.*

Charlotte—Telephone System.—J. A. Helvin is constructing a telephone system from Charlotte to Salisbury.

Charlotte—Gas Plant.—The Charlotte Consolidated Construction Co. has awarded contract for the construction of its proposed gas plant for municipal supply. The plant will have a daily capacity of 250,000 cubic feet of water gas and the plans for the system include the laying of ten miles of piping.

Goldsboro—Tobacco Factory.—George S. Prichard has doubled the capacity of his plant for handling tobacco. The factory, 40x100 feet, is fitted up with the latest-improved machinery for handling by steam, and has a capacity of 10,000 pounds of strips per day.

Greensboro—Cotton-mill Supplies Factory. Hewitt Brothers Co., Charlotte, N. C., will establish a plant in Greensboro for the manufacture of cotton-mill supplies, as recently stated. Machinery has all been purchased.

Littleton—Saw Mills, etc.—Wakefield (Va.) capitalists have purchased 20,000,000 feet of timber near Littleton from R. S. Fimple and will begin at once the erection of a saw mill with a daily capacity of 30,000 feet.

Lumberton—Electric-light Plant.—The city is considering the erection of an electric-light plant. Address "The Mayor."

Lumberton—Telephone System.—The Robeson County Telephone Co., A. W. McLenn, president, will construct a long-distance telephone line from Lumberton to Wilmington, N. C.

Roxboro—Cotton Mill.—The erection of a cotton mill is talked of. Names of interested parties will be announced later.

Statesville—Water Works and Sewerage System.—The city has sold its \$52,000 of bonds voted last year for the construction of water works and sewerage system, and it is expected that work will soon be commenced on same. For information address "The Mayor."

Steeds.—C. L. Steed contemplates the establishment of a shingle mill.*

Vaughan—Hosiery Mill.—William E. Zieher, care of Zieher, Herbine & Co., No. 120 Orange street, Reading, Pa., is investigating with a view of establishing a hosiery mill in Vaughan. This item was reported last week by mistake under Vaughn, Texas.*

Washington—Saw Mill, Kilns, etc.—W. P. Bangham has purchased the large saw mills, kilns and all fixtures, together with 1500 acres of land in Beaufort county, formerly owned by A. B. Covington, of Norfolk; operations will be commenced in about thirty days.

Weldon—Knitting Mill.—It is proposed to organize a company to establish a knitting mill. Names of interested parties will be announced later.

Winston—Knitting Mill.—Thomas J. Wilson will establish a mill for the production of ladies' cotton vests; capacity eighty dozen daily.

SOUTH CAROLINA.

Batesburg—Cotton Mill.—M. L. Gleaton, of Springfield, S. C., has purchased the Batesburg Cotton Mills (now idle) and will put the plant in operation. The mill contains 2000 spindles and 100 looms, and doubtless it is the intention to increase this considerably, as Mr. Gleaton has recently asked for estimates on a 5000-spindle equipment (excepting power plant).

Duncans—Cottonseed-oil Mill and Flour Mill.—The Tyger Shoals Milling Co. has been incorporated by A. B. Groce, A. G. Floyd and others, with a capital stock of \$30,000, for the purpose of operating the cottonseed-oil and flour mill recently reported as to be erected. Address A. B. Groce.

Newberry—Cotton Mill.—It is reported that a hosiery factory or a yarn mill will be established. E. B. Wilbur is said to be interested.

Orangeburg—Water-works and Electric-light Plant.—The city will hold an election on September 27 to decide the issuance of bonds for the construction of the water

works and erection of electric-light plant, recently reported.

Yorkville—Cotton Mills.—The directors of the Yorkville Cotton Mills will hold a meeting on September 16 to approve an amendment to its charter increasing the authorized capital to \$150,000.

TENNESSEE.

Bristol—Cotton Mill.—J. M. Fulton, of Mount Airy, N. C., has purchased at court sale a three-quarter interest in the Sparger Cotton Mill, of Bristol, Tenn. If the sale is confirmed several thousand dollars' worth of new machinery will be added and the plant operated.

Chattanooga—Electric-power Plant.—The Rapid Transit Co. has let contract to Adams & Schneider for the erection of its electric-power plant, which will be located in Highland Park; machinery has all been ordered.

Dickson—Tobacco Factory.—Mr. Crigler, of Detroit, Mich., will establish a large tobacco factory in Dickson.

Fentress County—Oil Refinery.—John H. Compton, of the Interstate Petroleum Co., of Providence, R. I., has contracted for the purchase of property in Fentress county, and will expend \$25,000 in the erection of an oil refinery and other improvements.

Gallatin—Water Works.—The city will hold an election on September 24 to decide the issuance of \$35,000 of bonds for the construction of the proposed water-works system. Address J. B. Doneison, mayor.

Knoxville—Bed and Bedsprings Factory.—The Birmingham Iron Bed & Spring Manufacturing Co. has been organized for the manufacture of iron beds and springs.

Lynchburg—Electric-light Plant.—An electric-light plant will be erected. Address "The Mayor."

Newport—Cotton Mill.—It is reported that Walton & Lewis, of Knoxville, have purchased the Newport Cotton Mills and will improve and operate same.

Somerville—Water-works and Electric-light Plant.—The city will issue \$10,000 of bonds for the erection of an electric-light plant and construction of water works. Address "The Mayor."

TEXAS.

Austin—Flour Mill.—The erection of a flour mill is contemplated. Names of interested parties will be announced later.

Beaumont—Canal.—The Jefferson County Irrigation Co. has let contract to E. A. Hayne for the construction of a twin levee canal to begin at Pine Island bayou and extend nine miles through rice lands in Jefferson county.

Beaumont—Irrigation System.—W. C. Dushle has received contract for the construction of a dam to be built across White's bayou for rice cultivation on the property of George W. Fitch. The dam will be sufficiently large to irrigate 200 acres of rice.

Call—Saw Mills, Planing Mills, etc.—The Industrial Lumber Co., of Beaumont, has purchased the entire milling plant of the Cow Creek Tram Co., at Call, consisting of saw mill, planing mill, dry-kilns, etc., and will operate same.

Clarendon—Chartered: The Clarendon College and University Training School, with a capital stock of \$6500, by James M. Sherman and others.

Corsicana—Chartered: The Gideon Military Institute, by S. E. Gideon and others; capital stock \$4000.

Corsicana—Oil Refinery.—The Standard Oil Co. has, it is reported, leased the oil lands of R. Q. Mills in the vicinity of Corsicana and will erect a large refinery.

Forney—Improvement Company.—The Forney Improvement Co. has been incorporated, with a capital stock of \$10,000, to conduct a general building and loan business; incorporators, John M. Lewis, W. C. Venner, H. Venner, E. C. Lewis and I. L. Wilmarth.

Houston—Commission Company.—The Geo. W. Cleveland Commission Co. has been incorporated, with a capital stock of \$20,000, to conduct a general merchandise business, by Douglas Maples, Charles B. Holmes and George W. Cleveland. Address George W. Cleveland.

Houston—Electric-light Plant.—The Jenney Electric Light Co., of Fort Wayne, Ind., is investigating with reference to a location for the rebuilding of the electric-light plant recently destroyed by an explosion. It is understood that the new plant will have largely increased dimensions over the old one. The tower will be sixty feet high, and the smokestack will have a circumference of twenty-seven feet; building to cost \$100,000.

Sherman—Electric-light Plant.—The city has decided to purchase an additional dy-

namo capable of running eighty arc lights of 2000 candle-power each. Address "The Mayor."

Taylor.—The Bruceville Cotton Oil Works, of Bruceville, has removed its plant to Taylor, and will increase the capacity of same, put in new machinery, etc. Address Bruce Gerald, president.*

Teneha—Saw Mill.—The J. T. Ramsey Lumber Co. will rebuild its saw mill recently burned; new plant to have a capacity of 25,000 feet and employ about thirty operatives.*

VIRGINIA.

Danville—Tobacco Company.—The Sutherland-Meade Tobacco Co. has been incorporated by J. E. Sutherland, John S. Meade, Anderson W. Douthat and others for the purpose of conducting a general tobacco business; capital stock to be not less than \$10,000 nor more than \$20,000.

Lynchburg—Wagon Factory.—The Barber Wagon Manufacturing Co. of South Boston proposes to remove its wagon factory to Lynchburg.

Newport News.—The Virginia & West India Fruit & Trading Co. has been incorporated, with Stanhope Bolling, of Richmond, Va., president; Thomas Atkinson, of Richmond, vice-president; Barton Haxall, Richmond, secretary-treasurer, for the purpose of conducting a general fruit-raising, manufacturing, export, import and coastwise business. The minimum capital is to be \$20,000 and the maximum \$400,000.

Newport News—Ice and Refrigerating Plant.—The Peninsula Electric Light & Power Co. at a recent meeting decided to increase the ice-manufacturing capacity of its plant by installing a separate machine; provision has also been made for the erection of a storage station. Both the new ice plant and the storage station will be equipped with refrigerating machinery, operated by electric motors from the powerhouse. \$20,000 has been appropriated for these improvements.

Richmond—Skirt Factory.—The Virginia Manufacturing Co., recently organized, has established a plant for the manufacture of ladies' dress skirts and underskirts.

Salem—Telephone Exchange.—The town council has granted franchise to the Interstate Telephone & Telegraph Co. to erect and operate an exchange.

WEST VIRGINIA.

Ceredo—Telephone System.—The city council has granted a franchise to the Twelve Pole Telephone Co. for the construction of a system.

Charleston—Real-estate Company.—The Tudor Company has been incorporated, with a capital stock of \$12,000, for the purpose of dealing in real estate, by Alfred Ely, H. D. MacDona, A. L. Manierre, Harold Binney and others.

Clarksburg—Electric-light and Power Plant.—The erection of an electric-light and power plant is talked of. Address J. C. Alexander, clerk.

Clarksburg—Electric-light Plant.—J. A. Alexander, clerk, states that there is no truth in the published announcement that the city would erect an electric-light plant.

Fayette County—Coal Mines.—The Thomas-Scholz Coal Co. is preparing to develop its coal-mining property.

Kellogg—Powder Mills.—The Phoenix Powder Mills will resume operations after having been idle about four years.

Keyser—Boyer & Bock, of Schuylkill county, Pennsylvania, have purchased of George W. Parsons \$8000 worth of timber near Keyser and will begin at once to prepare and ship the lumber.

Martinsville—Oil and Mining Company.—The Consolidated Oil & Mining Co. has been incorporated for the purpose of operating in oil, gas and coal, by Alvin C. Spindler, of Pittsburg, Pa., and others; capital stock \$15,000.

Moundsville—Publishing.—The Gospel Trumpet Publishing Co. has been incorporated, with a capital stock of \$100,000, by E. E. Byrum and others, for publishing and printing books, magazines, etc.

Nicholas County—Lumber Mills.—The James Lumber Co., of Charleston, will remove its plant to Nicholas county, where it will clear a timber tract of 17,000 acres.

Sistersville—Oil Refinery.—The Southern Oil & Manufacturing Co. has purchased site near Spurrier and ordered machinery for its proposed oil refinery.

Wheeling—Ice Factory.—The People's Ice & Storage Co. has been organized for the establishment of a 30 to 50-ton ice plant, as recently reported. Address for information Charles B. Lemmon, president.*

BURNED.

Baltimore, Md.—The saw mill of the Consumers' Coal & Wood Co.; estimated loss \$5000.

Caldwell, Texas.—W. A. Duckworth's cotton gin.

Gainesville, Texas.—The cotton gin of Watson Butcher; loss about \$1500.

Hopkinsville, Ky.—The tobacco barn of John W. Barker; loss about \$2000.

Take Charles, La.—The Bartley Furniture Factory; estimated loss \$10,000.

League City, Texas.—The Clear Creek cotton gin of Boone & Alford; estimated loss \$4000.

Memphis, Tenn.—The Eagle Flour Mills; estimated loss \$40,000.

Memphis, Tenn.—The elevator of the Memphis Grain, Elevator & Manufacturing Co.; estimated loss \$200,000.

Point Pleasant, W. Va.—The saw mill of H. B. Blagg in Mason county.

St. Louis, Mo.—The plant of the A. Geisel Manufacturing Co.; estimated loss \$180,000.

BUILDING NOTES.

Aiken, S. C.—Dwelling.—Mrs. John C. Hutson has let contract for the erection of a two-story 12-room wooden structure, to have all modern improvements, such as electric lights, baths, etc.

Asbury, Md.—Church.—The Methodist Protestant congregation will erect a new church. Address "The Pastor."

Atlanta, Ga.—Courthouse.—Grant Wilkins will prepare the plans for the \$100,000 annex recently reported as to be built to the Fulton county courthouse. Address Fulton county commissioners.

Baltimore, Md.—Building.—Permit has been granted to Charles T. Holloway to erect a two-story brick building, 44x75 feet, to cost \$5000.

Baltimore, Md.—Buildings.—Permits have been granted to the Carroll Springs Distilling Co. to erect a brick building 50x85 feet; to L. C. Ritter & Co., to erect a one-story storage warehouse 45x60 feet.

Baltimore, Md.—Dwelling.—Baldwin & Pennington have prepared plans for the erection of a three-story dwelling for Michael J. Ryan.

Baltimore, Md.—Dwellings.—Permit has been granted to E. K. Bryan to erect eighteen two-story dwellings 13x48 feet.

Baltimore, Md.—Warehouse.—The Morris Beef Co. will erect a cold-storage warehouse.

Baltimore, Md.—Warehouse.—Charles E. Cassell is preparing plans for a new warehouse for Schwartz & Co.

Belmont, N. C.—Residence.—W. W. Davis will erect a \$3000 dwelling; contract awarded to Rankin & Loftin.

Biloxi, Miss.—Hotel.—The erection of a \$400,000 hotel is contemplated. Address H. C. James, who is said to be interested in the project.

Birmingham, Ala.—Courthouse.—The board of county commissioners has decided to erect a \$25,000 annex to the courthouse. The addition will be of pressed brick and stone, with terra-cotta trimmings, 33x75 feet, and three stories high.

Blue Ridge, Ga.—Jail.—The county commissioners are advertising for bids for the erection of a new jail.

Bowling Green, Ky.—Church.—C. G. Fishback, B. D., pastor State Street Baptist Church, states that his congregation is considering the rebuilding of its church and would like to communicate with architects who will furnish catalogues, etc., of church plans.

Charlotte, N. C.—Residence.—W. C. Dowd is having plans prepared for the erection of a residence.

Chattanooga, Tenn.—Building.—The publishers of the "News" are having plans prepared for the erection of a brick and stone structure.

Chattanooga, Tenn.—Buildings.—Permits have been granted to Mrs. A. J. Wisdom to erect a \$2000 brick store, and to C. M. Cates to erect a \$1000 dwelling.

Denbigh, Va.—Jail.—The board of supervisors of Warwick county has accepted the plans of the B. F. Smith Fire-Proof Construction Co., of Washington, D. C., and awarded to it the contract for the proposed \$8000 jail building, lately reported.

Denton, Texas.—School Building.—The city will issue \$5000 of bonds for the erection of a new school building and addition and repairs to the Normal School. Address "The Mayor."

Irvington, Va.—Building.—J. W. Haydon, of the board of supervisors, will receive

sealed proposals until September 21 for the erection of a house on the land of the Lancaster Poorhouse tract. Plans and specifications can be had on application. Usual rights reserved.

Lake Charles, La.—Jail.—The police jury has awarded contract for rebuilding the county jail at a cost of \$14,650. The plans call for the complete rebuilding of the present structure, to be heated with hot-air furnaces, to have baths and all modern improvements.

Laurel, Miss.—Building.—John Kamper, of Enterprise, Miss., will erect a brick mercantile building in Laurel.

Louisville, Ky.—Building.—The Mutual Life Insurance Co., of Kentucky, has recently purchased a five-story building and will improve same at a cost of \$35,000 by the erection of three additional stories, to be of brick, terra-cotta and stone; new elevators will also be put in.

Louisville, Ky.—Church.—The St. Bopiface congregation has had plans prepared for a new church building to cost \$200,000.

Lowndesville, S. C.—Residence.—D. L. Barnes is erecting a residence after plans by Frank McM. Sawyer, of Anderson, S. C.

Lynchburg, Va.—Residence.—A. H. Burroughs has let contract to W. B. Sneed & Co. at \$13,369 for the erection of a three-story brick residence.

Nashville, Tenn.—Bank Building.—The American National Bank will rebuild at once its building recently burned.

Nashville, Tenn.—Mercantile Building.—Phillips & Buttorff Manufacturing Co. will rebuild at once its burned building, increasing the size of building by one story in height.

New Orleans, La.—Hotel.—Preparations are being made for the enlargement and improvement of the old St. James Hotel, which will be converted into an office building. Address secretary Board of Trade.

Newport News, Va.—Building.—The Seloto Grocery Co. will erect a building, as recently reported; building to be a three-story brick, 75x100 feet.

Pinckville, Ky.—Jail.—The city will hold an election to vote on the erection of a \$4000 jail. Address "County Clerk."

Pratt City, Ala.—Residence.—W. W. Blackwell will erect a residence.

St. Louis, Mo.—Business Structure.—Permit has been issued to Haldeman & Brown for the erection of a six-story 108x108-foot business structure to cost \$70,000.

Talladega, Ala.—Warehouse.—The Talladega Cotton Factory will erect a warehouse with capacity of 1200 bales of cotton.

Walhalla, S. C.—Hotel, etc.—Frank McM. Sawyer has prepared plans for a hotel and store building to be erected by Dr. D. B. Darby.

Washington, D. C.—Buildings.—Permits granted: B. F. Saul, to erect seven two-story dwellings, 18x45 feet, with brick and stone fronts, cost \$8000; John Murphy, two two-story dwellings, 13x52 feet, pressed-brick fronts, cost \$4012; Douglas M. E. Church, to erect a new structure, two stories, 62x66 feet, pressed-brick front and pitch-slate roof, to be heated by steam and cost \$18,000; National Capital Brewing Co., to erect brick building, two-story, 19x59 feet, cost \$1500; L. D. Emery, to erect two brick and stone dwellings after plans by George S. Cooper, two-story, 10x26 feet, cost \$300; John W. Gregg, to erect three dwellings, two-story, 16x32 feet, pressed-brick fronts, to cost \$7500.

Washington, D. C.—Dwellings, etc.—Wm. J. Palmer has made plans for frame dwelling for Thomas J. Putnam, to be two stories and attic, 29x34 feet, with three bay projections, shingled roof, hot-water heat and other modern improvements; will cost \$2700. Plans completed for residence for Philip T. Berry; will be two stories and attic, 26x56 feet, press-brick and stone fronts, oriel windows, slated deck roof, furnace, tiled bath, open fireplaces, electric fixtures, etc., to cost \$4200. Gershom Bradford will erect brick dwelling to cost \$3500, two stories and basement, 19x48 feet, bay front of press brick and Hummelstown brownstone, slate and tin roof, latrines, bath, cabinet mantels, etc. Appleton P. Clark, Jr., has prepared plans for apartment-house for C. H. Allender, six stories and cellar, 48x170 feet, steel beams and columns, iron staircases and terrazzo floors in corridors, electric and gas lights, steam heat, electric passenger elevator, gas ranges, tiled baths and sanitary plumbing fixtures, open fireplaces, call bells and speaking tubes. T. F. Schneider has planned a modern print shop for Rufus H. Darby; four-story-and-basement structure, 45x100 feet, with front of buff brick, terra-cotta and stone, and will have wide, projecting show windows on either

side of the central entrance; steel beams and columns, tiled corridors and iron staircases; building will be heated by steam, lighted by gas and electricity, and be provided with combination electric passenger and freight lift of good dimensions; cost to be \$20,000. Permit issued to John W. Gregg to erect three brick dwellings, two stories and basement, 17x32 feet, with bay fronts, furnaces, baths, open fireplaces, etc. Albert Carry will enlarge apartment-house, the Columbia, corner of Fourteenth and Binney streets; C. A. Didden is making plans for the extension, which is to be a fireproof structure, six stories and basement, 75x55 feet, with front of buff brick and terra-cotta, and base and trimming of granite, ornamental terra-cotta cornice and portico; steel columns and beams, iron staircases, concrete arches and terrazzo floors are among the features; will have hydraulic passenger elevator, steam heat, gas ranges, electric lights, baths, with exposed plumbing, cabinet mantels, pine and hardwood trim, etc.; cost \$75,000.

Winona, Miss.—Church.—Contract for the erection of the new Methodist church has been let to R. Jesty & Co.; to be built of brick and stone.

RAILROAD CONSTRUCTION.

Railways.

Aberdeen, N. C.—It is stated that work is progressing very rapidly on the extension of the Aberdeen & West End Railroad to Mount Gilead, and that it will be completed by November 1. The extension is fourteen miles in length. A. F. Page, at Aberdeen, is general manager of the company.

Bainbridge, Ga.—The Georgia Line Railway Co. has decided to extend its line from Arlington to Columbus, Ga., a distance of ninety miles. J. P. Williams, of Savannah, is president of the company.

Barnesville, Ga.—It is reported that business men at Barnesville are considering the plan of forming a company to build a line from Lawrenceville through Barnesville to Columbus, Ga.

Birmingham, Ala.—Vice-President Frank S. Gannon, of the Southern Railway Co., informs the Manufacturers' Record that the branch to the mines of the Ivy Coal & Coke Co. will be about five miles in length. The question of building it will be decided within the next thirty days.

Blocton, Ala.—It is reported that the business men of Blocton, also Unloutown and Centerville, are agitating a railroad to connect with the Mobile & Birmingham line at Catharine Station.

Chattanooga, Tenn.—It is reported that outside capitalists have taken up the plan to build an inclined railroad up Lookout mountain. It is stated that the company secured a charter several years ago for this purpose.

Chattanooga, Tenn.—Engineers are making a final survey for the proposed Stevenson extension of the Southern Railway. Frank S. Gannon, at Washington, D. C., is vice-president.

Cranberry, N. C.—C. H. Nimson, superintendent of the East Tennessee & Western North Carolina Railroad Co., confirms the report in the Manufacturers' Record that plans are under way to combine several railroad lines to form the proposed system from Big Stone Gap, Va., to a connection on the Atlantic coast by way of the Seaboard Air Line.

Fort Smith, Ark.—It is stated that the St. Louis, Siloam & Southern Railroad Co., promoting the line between St. Louis and Fort Smith, Ark., has asked the business men of Fort Smith to contribute \$100,000 in cash and terminal grounds. It is stated that work is to begin immediately. H. D. Mackay, at Pomona, Mo., is president of the company.

Frederick, Md.—It is reported that the Frederick & Middletown Railroad Co. is interested in the construction of an electric line which will connect Frederick and Hagerstown. By constructing a road from Funkstown to Myersville, Md., such a system would be complete. It is reported that John T. Hilderbrand and George Toms are among those interested.

Gastonia, N. C.—It is reported that the Southern Railroad Co. is considering the construction of an extension between Gastonia and Mount Mourne, N. C., and between Reidsville and Kernersville, in the same State. Frank S. Gannon is vice-president of the company, at 1300 Pennsylvania avenue, Washington, D. C.

Hamburg, Ark.—The Mississippi River, Hamburg & Western Railroad has been completed from Cone to Hamburg, and

trains are in operation over it. J. M. Parker is president of the company.

Hattiesburg, Miss.—The Natchez & Gulf Railroad Co. has authorized W. H. Hardy, president, to make contracts for beginning work on this line. Surveys have been made and estimates of the cost of construction completed.

Hattiesburg, Miss.—The J. J. Newman Lumber Co., which is building the Pearl & Leaf River Railroad, advises the Manufacturers' Record that it is not letting contracts at present, but doing its own work. It is intended to complete the extension to Columbia, Miss., a distance of forty miles from Hattiesburg. J. J. Newman is president of the company.

Kansas City, Mo.—The Kansas City Interurban Railway Co., of Kansas City, has been formed, with a capital stock of \$300,000; incorporators, H. G. Pert, Henry Pfeiffer, C. H. Mathews, C. H. Chapin, all of Kansas City. The purpose of this company is to build and operate a standard-gauge railroad from Kansas City to Lee's Summit, a distance of twenty miles.

Laurel, Miss.—The Laurel & Northwestern Railroad Co. has received authority to formally organize. This company is promoting a line which will extend through a portion of Jones and Covington counties, Mississippi, between Laurel and Raleigh, Miss., thirty-five miles. Hon. C. C. Miller, of Meridian, Miss., is one of the promoters.

Little Rock, Ark.—It is reported that the final arrangements have been completed for the construction of the railroad line between Little Rock and the eastern terminus of the Choctaw, Oklahoma & Gulf Railroad Co., a distance of 153 miles. The Choctaw Company, it is announced, will build thirteen miles of line between its eastern terminus and the Arkansas State line, while the new company, to be known as the Choctaw & Memphis Railroad Co., will build 140 miles between Little Rock and the western State line. It is understood that Edward B. Smith & Co., of Philadelphia, have taken \$2,200,000 in bonds, the proceeds of which will be used in building the new road. Francis I. Gowen, of Philadelphia, is president of the Choctaw, Oklahoma & Gulf Railroad Co.

Marshall, Texas.—Grading is in progress on the Marshall, Timpson & Sabine Railroad, and it is calculated that the line will be graded to Carthage, Texas, by October 1. One of the principal promoters of the enterprise is Avery & Co., at Timpson, Texas.

New Orleans, La.—It is reported that the New Orleans, Fort Jackson & Grand Isle Railroad Co. is still considering the proposed extension of its road to Fort St. Philip, a distance of about five miles. H. C. Warmoth is president of the company at New Orleans.

Petersburg, Va.—The Petersburg Railroad Co. is receiving proposals for about ten miles of grading for a siding to be built near Petersburg; E. T. D. Myers, at Richmond, is chief engineer.

Point Washington, Fla.—A correspondent of the Manufacturers' Record states that Messrs. Strickland, Wesley & Co. intend constructing a tramroad for lumbering purposes, and intend making contracts to build such a line.

Sabine Pass, Texas.—It is now stated that the Texas Trunk Railroad is to be extended from Cedar to Sabine Pass. It is understood that the Texas Trunk system has passed under the control of the Southern Pacific. J. T. Mahl, Houston, Texas, is engineer of the Southern Pacific.

Savannah, Ga.—The Central of Georgia Railroad Co. has secured franchise to extend its lines in the city to connect with the Plant system and Tybee Island Railroad. John M. Egan is vice-president.

Spartanburg, S. C.—W. E. Gannon, S. S. Dunn, Elliot Norton and others, representing the Spartanburg Light & Railway Co., have secured the Aetna Light & Power Co.'s property. This company, as already stated in the Manufacturers' Record, intends building an electric line to Glendale and Clifton, ten miles in length; also three miles of trolley line in Spartanburg.

St. Louis, Mo.—Mr. Thomas F. Sneed, one of the promoters of the St. Louis, Fenton & Southwestern Railroad, states that arrangements are being made to sell bonds to build this line. A company has been organized with \$1,000,000 capital, which owns the right of way and water-power. The line will be forty-four miles long and operated by the three-phase electric system.

Waco, Texas.—It is reported that foreign capitalists have sent a representative to examine the route of the proposed Waco & Sabine Pass road, and that he has made a favorable report of the project. This enterprise is being promoted by R. P. Duncan, of

Waco, who is general manager. The road will be 240 miles long.

West Point, Miss.—Stock subscriptions are being received for the Canton, Aberdeen & Nashville Railroad, recently chartered, with \$1,000,000 capital. As already stated, a number of officers of the Illinois Central system, including Stuyvesant Fish, John C. Welling and J. T. Harahan, are interested in the company. The road is to extend from West Point to Marion county, Alabama, a distance of sixty miles.

Street Railways.

Chattanooga, Tenn.—It is stated that S. W. Divine, the promoter of the proposed electric line in the suburbs, has completed arrangements for beginning work.

Macon, Ga.—It is reported that the Consolidated Railway Co. is preparing to make a number of important improvements to its line in the suburbs and city. E. E. Winter may be addressed.

Nevada, Mo.—It is stated that Messrs. J. B. Quigley & Co., of Kansas City, are making estimates for an electric railroad in Nevada.

Petersburg, Va.—The Piedmont Construction Co., of Charlottesville, Va., has secured a contract for building the electric road in Petersburg. T. O. Troy is president of the company.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Belting.—See "Woodworking Machinery."

Belting.—See "Saw-mill Machinery."

Belting.—Bruceville Cotton Oil Works, Bruce Gerald, president, Taylor, Texas, needs some new belting.

Boiler.—J. E. Rhoads & Sons, Second and Orange streets, Wilmington, Del., are in the market for a 40 to 50-horse-power tubular boiler, second-hand.

Boiler and Engine.—J. T. Ramsey Lumber Co., Tencha, Texas, wants a 40-horse-power boiler and engine.

Boiler and Engine.—William E. Zieher, care of Zieher, Herbine & Co., No. 120 Orange street, Reading, Pa., wants a 100-horse-power boiler and 60-horse-power engine.

Boiler and Engine.—S. B. Wood, Belle Haven, Va., wants a small automatic gas or steam engine and boiler one or one-and-one-half horse-power.

Boiler and Engine.—C. L. Steed, Steeds, N. C., wants prices f. o. b. cars Asheville, N. C., on 15 to 20-horse-power engine and 25-horse-power boiler, portable and return tubular, with all fittings, new or second-hand, latter preferred.

Boiler and Engine.—Francis S. Hoag, Florence, S. C., wants one 70 to 75-horse-power engine and one 80 to 90-horse-power boiler; second-hand or new.

Boilers.—Blades Lumber Co., Elizabeth City, N. C., is in the market for two boilers, five feet diameter, sixteen feet long, three-inch tubes.

Canning Machinery.—Charles A. Choate, Tallahassee, Fla., wants circulars and catalogues of machinery, material, cans and cases for small canning factory.

Canning Machinery.—A. L. Thornton, Gulfport, Miss., wants to correspond with manufacturers of machinery for oyster, fish and vegetable cannery.

Canning Machinery.—Apex Canning Co., Apex, N. C., wants canning machinery, capacity 10,000 to 15,000 cans per day.

Clocks.—John H. Hoffman, chairman building committee, Apalachicola, Fla., is in the market for a town, city or hall clock.

Cotton-mill Machinery.—Rudisill Bros. & Aderholdt, Cherryville, N. C., want to buy a second-hand drivebelt fourteen to eighteen inches wide, one spooler, 80 to 100 spindles, and one slubber.

Cotton-oil Machinery.—C. J. Rollins, Bish-

Cotton-oil Machinery.—The Bruceville Cotton Oil Works, Bruce Gerald, president,

Taylor, Texas, needs a new press, heaters, linter, gin, etc.

Cotton-oil Machinery.—C. J. Rollins, Bishopville, S. C., wants information, etc., regarding cottonseed-oil-mill machinery.

Electric-light and Power Plant.—Sealed proposals in duplicate, endorsed "Proposals for the installation of an electric-light and power plant at the United States Navy Yard, Pensacola, Fla.," will be received at the bureau of yards and docks, Navy Department, Washington, D. C., until September 24. Specifications and blank forms of proposals will be forwarded upon application to the commandant of the United States Navy Yard, Pensacola; appropriation for this work \$10,000; Mordecai T. Endicott, chief of bureau.

Electric-light Machinery.—Jackson Woolen Mills, Jackson, Tenn., wishes to buy a 200-light dynamo.

Electric-light Machinery.—Rudisill Bros. & Aderholdt, Cherryville, N. C., want to buy an electric-light machine.

Electric-light Machinery.—Selma Arms P. & B. Co., Selma, Ala., wants a 100-light motor for running an electric light.

Electric-light Plant.—James D. Riddle, Chatham, Va., wants prices on a 20-horse-power electric-light plant.

Elevator.—Scioto Grocery Co., Newport News, Va., is in the market for an elevator.

Engine.—Carolina Rice Mills, S. Deans, secretary, Goldsboro, N. C., wants a second-hand 20-horse-power engine.

Feed-mill Machinery.—Farmers' Milling Co., Goldsboro, N. C., wants feedmaking machinery.

Fencing.—J. H. Tatum & Co., Bartow, Fla., wants wire-spring cattle fencing.

Heating Apparatus.—Blades Lumber Co., Elizabeth City, N. C., is in the market for heater for heating a six-room house with hot water or steam.

Ice Machinery.—Charles B. Lemmon, president People's Ice & Storage Co., Wheeling, W. Va., wants bids on a 30 to 50-ton ice plant.

Knitting-mill Machinery.—William E. Zieher, care of Zieher, Herblin & Co., No. 120 Orange street, Reading Pa., needs $\frac{3}{4}$, $\frac{1}{2}$, 15-16 automatic knitters and full automatic knitters.

Levee Work.—United States Engineer Office, 3232 Prytanla street, New Orleans, La., will receive sealed proposals for levee construction until September 22; Lafourche levee district about 214,100 cubic yards, Atchafalaya levee district about 241,200 cubic yards. Information furnished on application; J. H. Willard, major engineers.

Pipe Sewer.—Thomas Boggess, Jr., city engineer, Ashland, Ky., will receive sealed proposals until September 19 for furnishing all material and constructing about 760 feet of 18-inch vitrified pipe sewer, according to plans and specifications on file in city engineer's office; usual rights reserved.

Pulleys.—See "Woodworking Machinery."

Pulleys.—See "Saw-mill Machinery."

Pumps, etc.—J. E. Rhoads & Sons, Second and Orange streets, Wilmington, Del., want vacuum pump and automatic damper regulator, new.

Saw-mill Machinery.—J. T. Ramsey Lumber Co., Teneha, Texas, wants a planer, matcher, edger and trimmer.

Saw-mill Machinery.—E. L. Folk & Co., Suffolk, Va., are in the market for a new or second-hand woodsplitting machine.

Saw-mill Machinery.—C. L. Steed, Steeds, N. C., wants drag saw, bolter, belts, shafting, pulleys and 30-inch dust exhaust fan; wants prices f. o. b. cars Asheville, N. C.

Saw-mill Machinery.—See "Woodworking Machinery."

Saw-mill Machinery.—W. A. Frost, Shelbyville, Tenn., is in the market for a saw-mill outfit that will manufacture 10,000 to 15,000 feet of lumber per day.

Saw-mill Machinery.—See "Woodworking Machinery."

Shafting.—See "Woodworking Machinery."

Shafting.—See "Saw-mill Machinery."

Shore Construction.—United States Engineer Office, Mobile, Ala., will receive proposals until October 5 for construction of shore protection at Fort Morgan, Ala. Information furnished on application; William T. Russell, major engineers.

Tanning Extract.—J. E. Rhoads & Sons, Third and Orange streets, Wilmington, Del., want names of parties manufacturing palmetto extract for tanning.

Telephone Equipment.—J. T. Alexander, Madisonville, Ky., wants to correspond with manufacturers of telephone and telegraph supplies; wants 200 cedar poles, 5x20 or 5x22, delivered at Providence, Ky.

Wagon-wheel Machinery.—See "Woodworking Machinery."

Whip Machinery.—W. A. Graham, Barnesville, Ga., wants to correspond with manufacturers of machinery for making whips.

Woodworking Machinery.—Blades Lumber Co., Elizabeth City, N. C., is in the market for a one-band re-saw.

Woodworking Machinery.—Ritch & Caldwell, Huntersville, N. C., want machinery for making wagon wheels and other wood-working machinery to be used in wagon factory.

Woodworking Machinery.—S. B. Ward, Belle Haven, Va., wants a small back-geared screw-cutting lathe.

Woodworking Machinery.—Chas. W. Carson, care of Carson Lime Co., Riverton, Va., wants a second-hand Ricker stove machine or second-hand saw bench fitted with friction gear, suitable for sawing up small and medium-size logs.

Woodworking Machinery.—C. L. Steed, Steeds, N. C., wants prices on second-hand Perkins or Lane shingle machine, 15,000 to 25,000 daily capacity, f. o. b. cars Asheville, N. C.

Woodworking Machinery.—Francis S. Hoag, Florence, S. C., wants to purchase new or second-hand one 52-inch rotary veneer machine taking impression rollers, one drag saw, one circular basket-bottom cutting machine, one rapid pony saw mill, one double-surface pony planer, one small circular re-saw, one grooving machine for lock-corner boxes, one double trimming and finishing machine, shafting, pulleys and belt-ling.

Woodworking Machinery.—See "Saw-mill Machinery."

TRADE LITERATURE.

Metal Coatings.—Messrs. W. W. Lawrence & Co., of Pittsburg and Buffalo, who have a wide reputation for their protective coatings for iron and steel, have issued a neat prospectus, which describes the different compounds employed; also explains the action of the elements on roofs of various kinds.

Lubricating Merits.—An original pamphlet comes from the Dearborn Drug and Chemical Works, whose offices are in the Rialto Building, Chicago. The cover is of a very tasteful design, while the typographical work and arrangement are very attractive. The merits of the lubricating oils made by this company are detailed in plain language.

Stern-wheel Machinery.—The quality of the stern-wheel machinery for light-draft steamers, built by the Marine Iron Works, of Chicago, is familiar to vessel owners and builders generally. The company has recently issued a small pamphlet, which gives the size of its engines for stern-wheel boats and considerable other information which is of much value.

Well Worth Reading.—The last catalogue issued by the Trevor Manufacturing Co., of Lockport, N. Y., contains a large number of illustrations and much interesting matter concerning its machines for manufacturing shingles, headings, staves and other work. This company has a wide reputation for its machines, and is well and favorably known throughout the South. Anyone desiring a copy of the catalogue can have it on applying to the company.

Heaters and Furnaces.—The Richmond Stove Co., of Norwich, Conn., has recently published several circulars regarding the Richmond heaters, which have earned a well-deserved reputation. They are manufactured both for steam and water heating. The special features claimed for them are positive circulation, perfect combustion and a superior fire surface. They are recommended also as being economical and durable. The working of the apparatus is fully illustrated in the circulars, which also contain descriptions of the heaters. The company has also issued a catalogue of its furnaces, which contains excellent illustrations of the various portions, with description and price-list.

A Valuable Invention.—The Cilmax Trading Co., of Virden, Ill., tested the Stempel fire extinguisher with much success in extinguishing a coal-oil fire in its store. The firm warmly praises this extinguisher, which was made by the Stempel Company, whose Eastern agent is H. R. Bennett, of 1217 Filbert street, Philadelphia.

A dispatch from Birmingham, Ala., says that the export business in coke has become stronger, much of the product going to Mexico to be used in the smelting works there.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

New Corporations.

It is reported that business men at Wingo, Ky., will open a bank with \$15,000 capital.

It is reported that a savings bank will be opened at Obion, Tenn., in which the shares will be \$10 each.

The Citizens' Bank has been formed at Grant City, Mo., with \$40,000 capital, by J. C. Dawson, C. H. Kent and others.

W. S. Golden and George Hall are president and cashier, respectively, of the bank recently formed at Worthville, Ky.

E. S. Johnson, president of the Citizens' National Bank of Washington, D. C., is preparing to open a banking-house at East Newmarket, Md.

Arrangements are being made to form a loan association at Cumberland, Md., under the name of the Potomac Association No. 2. Wm. H. Shepherd is interested.

The Lindsay Investment Co., of Durham, N. C., has been incorporated, with \$10,000 capital. Among those interested are J. S. Carr, B. N. Duke and C. L. Lindsay.

It is reported that contracts have been let for a bank building to be built at Ensley City, Ala. The Ensley Bank has now been organized, and is expected to begin operations in the near future with \$50,000 capital.

New Securities.

S. C. Evans, mayor of Wadley, Ga., will receive bids until October 1 for \$7000 worth of 6 per cent. town bonds.

Messrs. F. M. Stafford & Co., of Chicago, have purchased an issue of \$52,000 worth of bonds of Statesville, N. C.

The town of Shelby, Mo., has voted in favor of issuing \$5000 in bonds for improvements. Address the town clerk.

Boyle county, Kentucky, will vote November 8 on the question of issuing \$40,000 worth of 6 per cent. turnpike bonds.

The bond issue of Ohio county, Ky., will be sold on October 1. It amounts to \$30,000, and will bear 4 per cent. interest. J. H. Barnes, at Hartford, Ky., may be addressed.

The bond issue of Mercer county, Kentucky, has been sold to John B. Thompson, of Harrodsburg, Ky., at par. It amounts to \$145,000 and bears 4 per cent. interest.

Messrs. Rudolph Kleybolte & Co., of Cincinnati, have purchased the issue of \$50,000 worth of 5 per cent. bonds of Newport News, Va., paying a premium of \$1400 for the issue.

It is stated that the Chamber of Commerce at Atlanta, Ga., will issue \$30,000 in bonds to refund its present issue, which pays 7 per cent. interest. R. J. Lowry, of Atlanta, is one of the refunding committee.

Cumberland county, Tennessee, will vote October 15 on the question of issuing \$50,000 in 6 per cent. bonds for railway purposes. The bonds will be turned over to the Tennessee Central Railroad Co. if voted.

Dividends and Interest.

The People's Saving & Loan Co. of Savannah has declared a semi-annual dividend of \$3.50 per share.

Financial Notes.

A dispatch from Savannah, Ga., announces that the issue of \$1,550,000 in

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bonds known as the South Bound bonds has been sold to a Baltimore syndicate through the Baltimore Trust & Guarantee Co.

The Citizens' National Bank, of Lancaster, Ky., has decided to reduce its capital stock from \$100,000 to \$50,000.

Mr. Thomas J. Wilson, of Winston, N. C., will establish a knitting mill. The product is to be ladies' cotton vests, eighty dozen daily, and the machinery will include four body machines, two sleeve machines and six finishing machines.

Managers of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises and needing machinery or supplies of any kind will find it profitable to consult the advertising columns of the Manufacturers' Record. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

Hambleton & Co.

Bankers and Brokers,

Members New York and Baltimore Stock Exchanges.

9 South Street, BALTIMORE.

High-grade Investment Bonds, Municipal, Railway, Industrial.

Letters of Credit Available Everywhere.

Southern Investments.

Stocks, Bonds and Industrials.

American Promoting & Trust Co.

23 Doane St., BOSTON.

JOHN L. WILLIAMS & SONS, BANKERS,

Dealers in RICHMOND, VA.

Southern Investment Securities,

MUNICIPAL BONDS A SPECIALTY.

Correspondence Invited.

TO CONTRACTORS.

If you have any municipal bonds or warrants, taken in payment for building waterworks, court or school houses, jails, etc., write us. Conditions being favorable, we can use them.

F. M. STAFFORD & CO.

Dealers in Southern Municipal Securities, Chattanooga, Tenn.

J. WM. MIDDENDORF.

Members Baltimore Stock Exchange.

WM. B. OLIVER.

MIDDENDORF, OLIVER & CO. BANKERS AND BROKERS,

No. 213 E. German Street, [KEYSER BUILDING.] Baltimore, Md.

Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other investment loans. Dealers in Foreign Exchange Drafts on Europe and Letters of Credit furnished.

Omaha Exposition—Eight-Day Personally-Conducted Tour via Pennsylvania Railroad.

The Pennsylvania Railroad Co. has arranged for a special eight-day personally-conducted tour to the Trans-Mississippi and International Exposition at Omaha on October 1, allowing four full days at the Exposition. Round-trip tickets, including transportation and Pullman berth in each direction, meals in dining car going and returning, hotel accommodations and meals at Omaha, admissions to the Fair, and carriage drive and hotel accommodations at Chicago, will be sold at rate of \$100 from New York, \$96 from Philadelphia, \$95 from Washington and Baltimore, \$91 from Williamsport and Harrisburg, \$80 from Pittsburg, and proportionate rates from other points.

The party will be accompanied by a tourist agent and chaperon, and will travel in special Pullman sleeping cars. For the benefit of those who may desire to remain longer in Omaha, tickets will be made good to return on regular trains until November 15, inclusive. Such tickets include only railway transportation returning, with reduction of \$15 from above rates from all points.

For further information apply to ticket agents, tourist agent, 1196 Broadway, New York, or George W. Boyd, assistant general passenger agent, Philadelphia. †

MARYLAND TRUST CO.

Corner South and German Sts.,

BALTIMORE.

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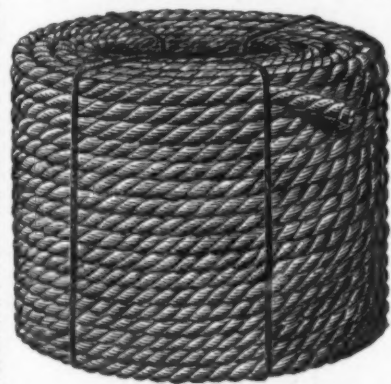
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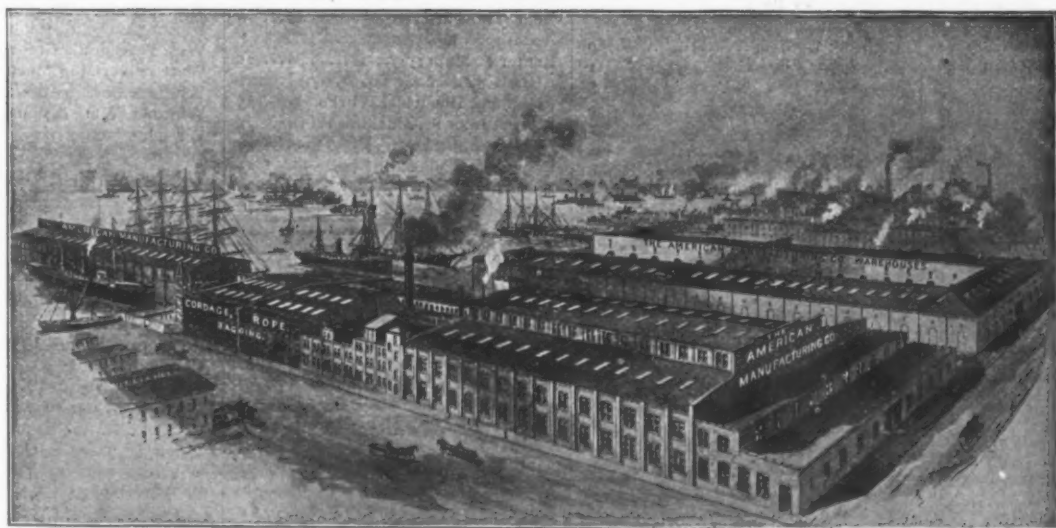
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